



CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

Sustainable Communities Project Exemption

1200 Vine Project

Environmental Case Number: ENV-2023-4989-SCPE

Related Case Number: CPC-2022-7047-CU-DB-SPR-HCA

Project Location: 1200, 1204, 1214, 1218 N. Vine Street and 6245, 6247 W. Lexington Avenue, Los Angeles, CA 90038

Community Plan Area: Hollywood Community Plan

Council District: 13

Project Description: The Project Site is located on the northeast corner of Vine Street and Lexington Avenue, in the Hollywood Community Plan area of the City of Los Angeles. The Project Site contains two vacant commercial buildings containing a total of 27,011 square feet of floor area that would be demolished. The Project would construct a new mixed-use 7-story building with 151 residential dwelling units and 3,690 square feet of ground floor commercial uses.

Discretionary entitlements required to implement the Project will include, but are not necessarily limited to, the following:

- **Density Bonus (DB)**, pursuant to LAMC Section 12.22 A.25(g)(3), for a project having 151 residential dwelling units, including 17 units reserved for Very Low Income households (16 percent of the base density), with the following Off-Menu Incentives: **Off-Menu Incentive**, for an increase in the Floor Area Ratio (FAR) to 3.40:1 in lieu of the otherwise allowable maximum of 0.5:1 in the C2-1D Zone, as restricted by Ordinance Number 164,692; **Off-Menu Incentive**, for a decrease in the required rear yard to allow 10 feet in lieu of 20 feet required in the C2-1D Zone; and **Off-Menu Incentive**, for a decrease in the required side yard to allow 0 feet in lieu of 10 feet required in the C2-1D Zone.
- **Conditional Use Permit (CUP)**, pursuant to LAMC Section 12.24 U.26, to allow a 12.5 percent increase in density beyond the maximum 35 percent permitted by LAMC Section 12.22 A.25, for a total increase in density of 47.5 percent to provide a total of 151 residential dwelling units, setting aside 16 percent of the base density for Very Low Income Households.
- **Site Plan Review (SPR)** pursuant to LAMC Section 16.05, for a development project that results in an increase of 50 or more dwelling units and/or guest rooms.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, street tree removal permits, temporary street closure permits, grading permits, haul route approval and permits, excavation permits, foundation permits, building permits, and sign permits.

PREPARED FOR:

The City of Los Angeles
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September 2023

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Section 1

Project Description

This section reflects the Project details shown on the current architectural drawings, which are included as **Appendix A** to this SCPE:

A Plans, KTGy, April 11, 2023

1 Project Information

Project Title: 1200 Vine Project

Document Type: Sustainable Communities Project Exemption (SCPE) for new mixed-use in-fill development (the Project)

Environmental No.: ENV-2023-4989-SCPE

Related Case No.: CPC-2022-7047-CU-DB-SPR-HCA

Project Location: 1200, 1204, 1214, 1218 N. Vine Street and 6245, 6247 W. Lexington Avenue, Los Angeles, CA 90038 (Project Site or Site)

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2 Regulatory Setting

Senate Bill (SB) 375 coordinates land use and transportation planning to reduce greenhouse gas emissions from mobile uses. Further, SB 375 amended the California Environmental Quality Act (CEQA) to add implementation of the Sustainable Communities Strategy (SCS), which provides for a CEQA exemption for certain projects, including a special class of Transit Priority Project (TPP) determined to be a Sustainable Communities Project (SCP) (California Public Resources Code [PRC] Sections 21155 & 21155.1). To qualify for the CEQA exemption, a TPP must meet eight environmental criteria, seven land use criteria, and at least one criterion related to affordable housing or public open space.

3 Environmental Setting

3.1 Project Location

The Project Site is located on the northeast corner of Vine Street and Lexington Avenue, in the Hollywood Community Plan area of the City of Los Angeles (City).

The Site is located approximately 4.75 miles northwest of Downtown Los Angeles and 11.5 miles northeast of the Pacific Ocean.

See **Figure 1-1, Regional Map**, for the location of the Project within the context of the City.

See **Figure 1-2, Aerial Map**, for an aerial view of the Site and the immediate surrounding area.

3.2 Surrounding Land Uses

The Site's surrounding area is shown and described below.

North adjacent to the Site is a 2-story office building (currently occupied by Los Angeles County Department of Mental Health, Hollywood Mental Health Center, 1224 Vine Street). This area is zoned C2-1D.

South across Lexington Avenue is a fast food restaurant with drive-thru and surface parking lot (currently occupied by a Taco Bell, 6254 Lexington Avenue). This area is zoned C2-1D.

Southeast across Lexington Avenue are two 2-story residential buildings (6230, 6240 Lexington Avenue). This area is zoned RD1.5-1XL.

West across Vine Street is a 1-story banquet and event facility (currently occupied by the Taglyan Complex, 1201 Vine Street) and a vacant lot. This area is zoned C2-1D.

Southwest across Vine Street and Lexington Avenue is a 2-story vacant commercial building (1161 Vine Street) and a 2-story school building and outdoor play area (currently occupied by the Early Head Start, 1147 Vine Street). This area is zoned C2-1D.

East adjacent to the Site are two 2-story residential buildings (6232-6238 La Mirada Avenue and 6231-6239 Lexington Avenue). This area is zoned RD1.5-1XL.

The nearest residential uses:

- Multi-family buildings located at 6232-6238 La Mirada Avenue and 6231-6239 Lexington Avenue, 5 feet east of the Site.

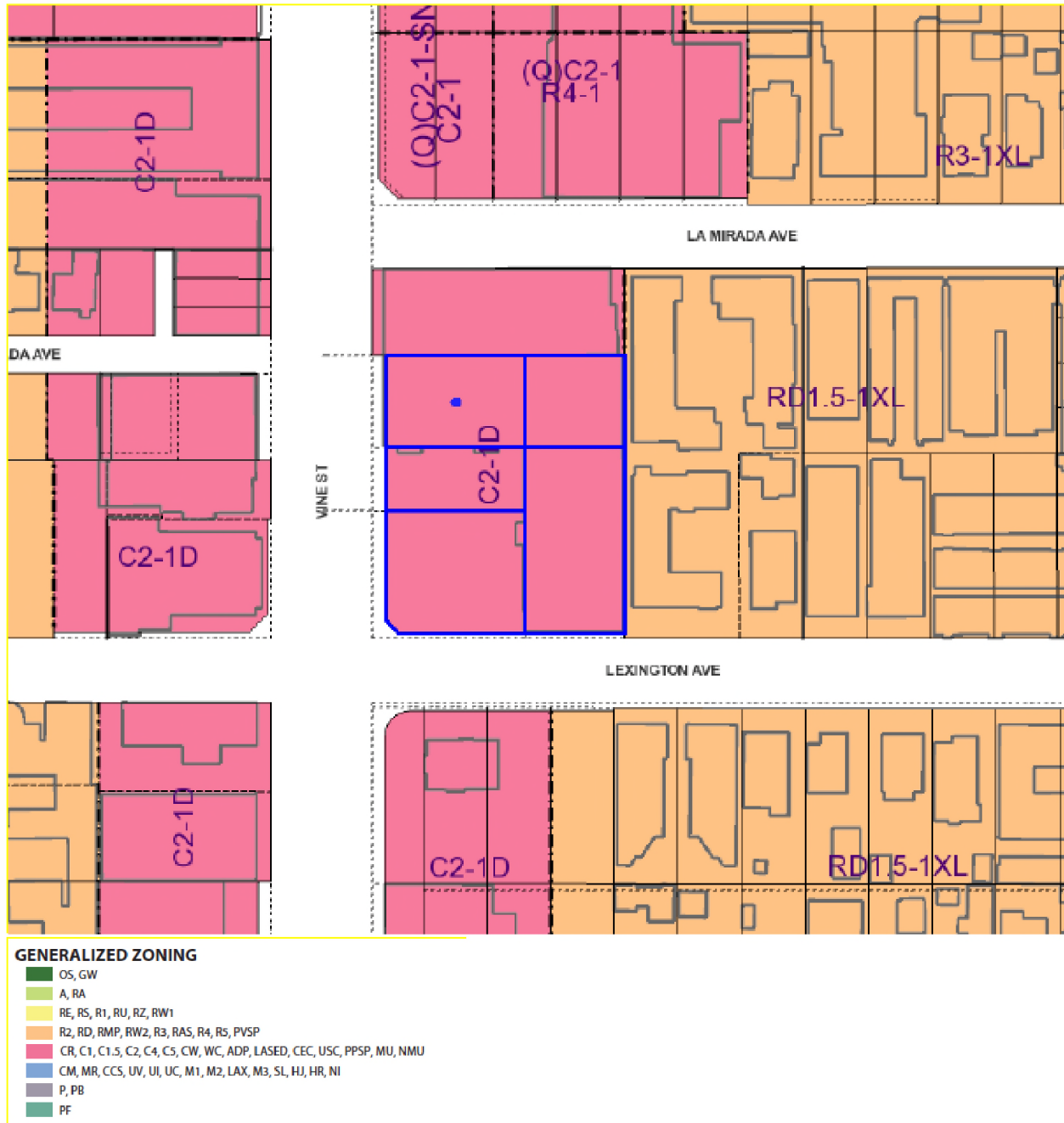
The nearest schools:

- Early Head Start, 1147 Lexington Avenue, 160 feet southwest of the Site.
- Episcopal School of Los Angeles, 6235 Santa Monica Boulevard, 585 feet southwest of the Site.

- Vine Street Elementary School, 955 Vine Street, 1,350 feet southwest of the Site.

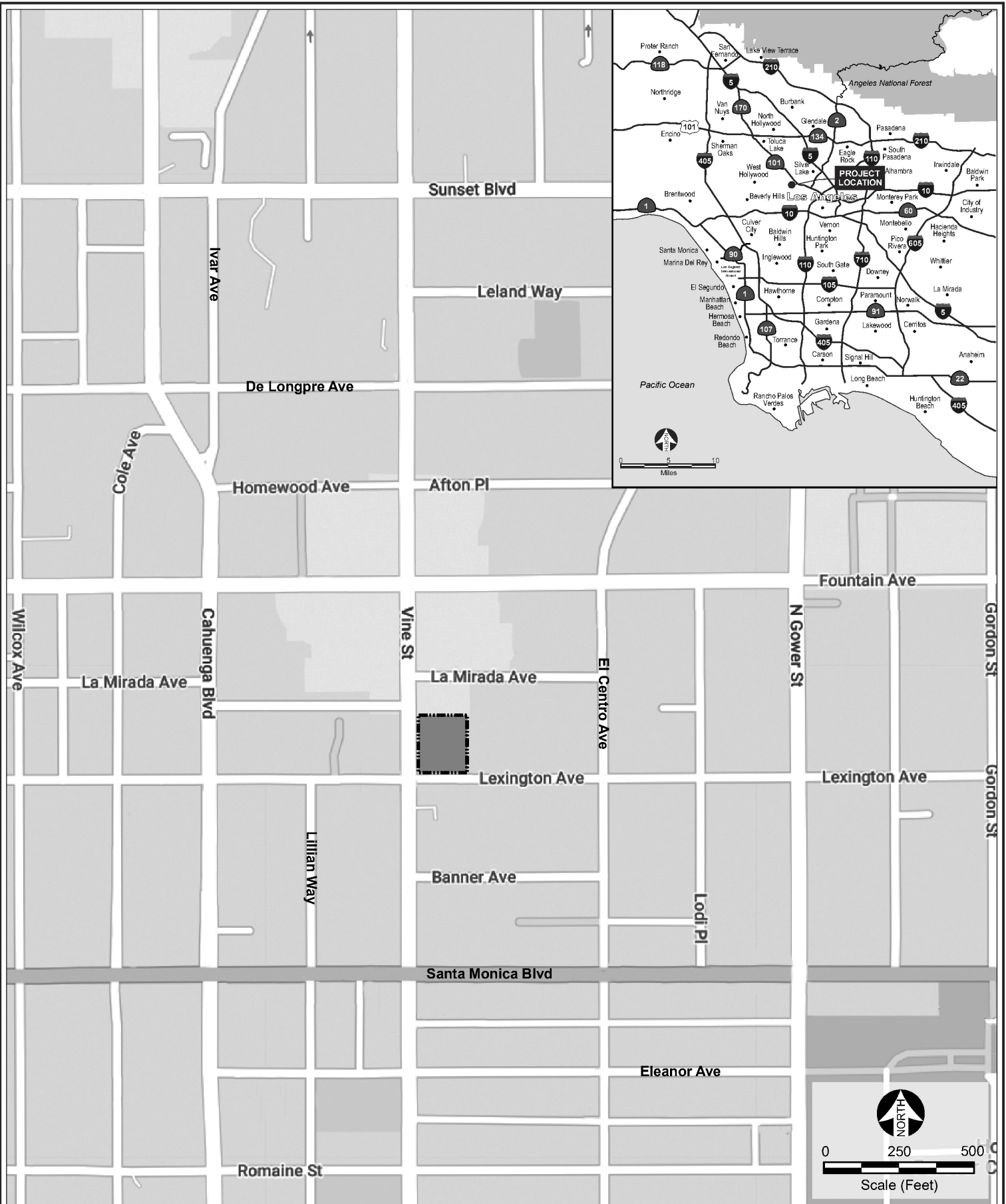
The nearest historic resources:^{1,2}

- None



¹ NavigateLA, Historic-Cultural Monuments layer: <https://navigatea.lacity.org/navigatea>, and HistoricPlacesLA: <http://historicplacesla.org/map>, accessed July 20, 2023.

² SurveyLA: <https://planning.lacity.org/preservation-design/historic-resources-survey>



Legend



Project Site

Source: Google Maps 2022.

Figure 1
Regional Location Map



Legend



Project Site

Source: Google Maps 2022.

Figure 2
Aerial Map

3.3 Regional and Local Access

Regional access is provided by:

- US-101 (Hollywood) Freeway, 3,800 feet northeast of the Site

Local access is provided by:³

- Vine Street (Avenue II in the Mobility Plan 2035), adjacent west of the Site
- Lexington Avenue (Local Street Standard), adjacent south of the Site
- La Mirada Avenue (Local Street Standard), 80 feet north of the Site
- El Centro Avenue (Local Street Standard), 410 feet east of the Site
- Santa Monica Boulevard (Modified Avenue I), 665 feet south of the Site
- Fountain Avenue (Collector), 375 feet north of the Site
- Cahuenga Boulevard (Modified Avenue II), 675 feet west of the Site

3.4 Public Bicycle Facilities

There is a Metro Bike Share station, located at Vine Street and Fountain Avenue, 375 feet north of the Site.⁴

The following bicycle-friendly streets are nearby:⁵

- Vine Street, adjacent west of the Site
- Fountain Avenue, 375 feet north of the Site

3.5 Pedestrian Facilities

There are sidewalks along the Project Site's west side on Vine Street and south side on Lexington Avenue.

Striped crosswalks are provided at all legs of the nearest signalized intersection:

- Vine Street and Lexington Avenue, southwest of the Site

³ NavigateLA, Mobility Plan 2035: <https://navigatela.lacity.org/navigatela/>, accessed July 20, 2023.

⁴ Metro Bike Share: <https://bikeshare.metro.net/stations/>, accessed July 20, 2023.

⁵ According to LADOT's Bike Program, Bicycle Friendly Streets (BFS) facilities parallel major corridors and provide a calmer, safer alternative for bicyclists of all ages and skill levels. BFS are multi-modal streets, which means that they accommodate all neighborhood users from cars, to bikes, to pedestrians. <https://ladotbikeblog.wordpress.com/bfs/>

3.6 Public Transit

The Site is within a High Quality Transit Area (HQTA),⁶ which are areas within one-half mile of a high quality transit corridor, which is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.⁷

Los Angeles County Metropolitan Transportation Authority (Metro)⁸ and Los Angeles Department of Transportation (LADOT)⁹ operates public transit in the area, as shown in **Table 1-1, Public Transit**. Due to the fact that Metro bus lines 4 and 210, traveling along Santa Monica Boulevard and Vine Street, respectively, each have peak period service intervals of less than 15 minutes, both of these streets qualify as high quality transit corridors. Moreover, because these Metro bus lines intersect and provide stops at Santa Monica Boulevard and Vine Street, this intersection qualifies as a major transit stop.¹⁰

**Table 1-1
Public Transit**

Line	Type	Direction	Stop	Distance to Site	Service (Peak Period Average Headways)
Metro					
210	Bus	North-south	Vine / Lexington	Adjacent west	10 minutes
4	Bus	East-west	Vine / Santa Monica	680 feet south	8 minutes
B (Red)	Subway	North-south	Hollywood / Vine	2,950 feet north	15 minutes
LADOT DASH					
Hollywood	Bus	East-west	Vine / Fountain	430 feet north	30 minutes
Hollywood / Wilshire	Bus	North-south	Gower / Lexington	1,060 feet east	30 minutes
Measurement from Site boundary to nearest station or stop point. Metro 210 schedule (June 25, 2023): https://www.metro.net/riding/schedules/?line=210-13168 Metro 4 schedule (June 25, 2023): https://www.metro.net/riding/schedules/?line=4-13168 Metro B schedule (June 25, 2023): https://www.metro.net/riding/schedules/?line=802 LADOT Hollywood (July 2023): https://www.ladottransit.com/dash/routes/hollywood/hollywood.html LADOT H/W (July 2023): https://www.ladottransit.com/dash/routes/hollywoodwilshire/hollywoodwilshire.html					

3.7 Planning and Zoning

Table 1-2, Project Site, lists the Site's Los Angeles County Assessor Parcel Numbers (APNs) and zoning and General Plan land use designations:

- ⁶ SCAG, HQTA 2016 based on the 2020-2045 RTP/SCS: <https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region?geometry=-121.570%2C33.364%2C-114.731%2C34.954>, accessed July 20, 2023.
- ⁷ SCAG, Connect SoCal, Active Transportation Technical Report, page 26: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_active-transportation.pdf?1606001530, accessed July 20, 2023.
- ⁸ Metro System Map, Westside/Central Map: <https://www.metro.net/riding/guide/system-maps/>, accessed July 20, 2023.
- ⁹ LADOT System Map: <https://www.ladottransit.com/dash/>, accessed July 20, 2023.
- ¹⁰ PRC Section 21064.3(c) ("Major transit stop" means a site containing any of the following: The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.)

**Table 1-2
Project Site**

Address	Lot	APN	Size (sf)	Zone	Land Use
6245, 6247 W. Lexington Avenue	3	5534-002-023	11,309.9	C2-1D	Highway Oriented Commercial
1200, 1204 N. Vine Street	4		10,417.6		
None	5		5,509.0		
1214, 1218 N. Vine Street	6	5534-002-018	7,934.0		
None	8		5,616.0		
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org , July 2023.					

The Site's C2-1D zoning designation reflects a Commercial zone designation, as well as the application of Height District 1 with a Development Limitation. The D Limitation is: *1. The total floor area contained in all buildings on a lot shall not exceed one half (0.5) times the buildable area of the lot.*¹¹

The Site's zoning designation is consistent with the Highway Oriented Commercial land use designation, pursuant to the Hollywood Community Plan's land use map.¹²

The Project Site also is subject to the following relevant Zoning Information (ZI) items:

- ZI-2374 State Enterprise Zone: Los Angeles
- ZI-2452 Transit Priority Area in the City of Los Angeles

As noted above, the Project Site is located 665 feet north from a qualified Major Transit Stop at the intersection of Santa Monica Boulevard and Vine Street, which is served by Metro bus line 4 running east-west and Metro bus line 210 running north-south. As shown in **Table 1-1** above, both lines have an average service interval of 15 minutes or less.¹³

The Project Site is not within a Special Grading Area.¹⁴

The Project Site is not within a Methane Hazard Site.¹⁵

The Hollywood Community Plan is currently undergoing a Community Plan Update process. On May 3, 2023, the Los Angeles City Council adopted the Hollywood Community Plan Update; however, this Update will not become effective until after the City Attorney reviews and finalizes the Update's implementing ordinances to ensure clarity of regulations and consistency with state law, and then the City Council adopts the final implementing ordinances, which is expected to take approximately six months to a year from the

¹¹ Ordinance No. 164,692, May 16, 1989: <https://planning.lacity.org/pdiscaseinfo/document/ODMxMw0/6d0d2d25-0f15-4c7d-b0c2-0a119627b1eb/ord>

¹² Hollywood Community Plan General Plan Land Use Map: <https://planning.lacity.org/odocument/17308382-2458-45c4-a327-54cd9593955a/hwdplanmap.pdf>.

¹³ Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

¹⁴ Zone Information & Map Access System (ZIMAS): <http://zimas.lacity.org>, June 20, 2022.

¹⁵ Zone Information & Map Access System (ZIMAS): <http://zimas.lacity.org>, June 20, 2022.

Council's May 3, 2023 action.¹⁶

3.8 Existing Conditions

The lot area is 40,786 square feet (0.936 acres).¹⁷ In the C2 zone, the buildable area equals the lot area.¹⁸ The Project Site contains two one-story commercial buildings with a total of 27,011 square feet, as listed in **Table 1-3, Existing Buildings**. Both buildings are vacant. They were formerly used for Goodwill Store and Dollar Store but have not been occupied for at least one year. There is also an approximately 16,000 square foot¹⁹ surface parking lot, fencing and a pole sign. The Project will remove all existing uses and demolish all existing buildings.

**Table 1-3
Existing Buildings**

Address	Use	Stories	Size (sf)
6245-6247 Lexington	Vacant	1	13,475
1214-118 Vine	Vacant	1	13,536
Total			27,011
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org , July 2023.			

The Site is not listed in HistoricPlacesLA²⁰ and not listed in SurveyLA.²¹

There are 9 street trees on the sidewalk (4 jacarandas on Vine Street and 5 pink trumpet trees on Lexington Avenue). There are 3 onsite palm trees on the southwest corner of the parking lot.²² None of the trees constitute a protected tree or shrub.²³

¹⁶ Hollywood Community Plan Update: <https://planning.lacity.org/plans-policies/community-plan-update/hollywood-community-plan-update#about>

¹⁷ Plans, KTGy, April 11, 2023.

¹⁸ LAMC Section 12.03: Buildable Area includes, "All that portion of a lot located within the proper zone for the proposed main building, excluding those portions of the lot which must be reserved for yard spaces, building line setback space, or which may only be used for accessory buildings or uses. For the purpose of computing the height district limitations on total floor area in buildings of any height, the buildable area that would apply to a one-story building on the lot shall be used. Notwithstanding the above, in computing the height district limitations on total floor area for any development of residential dwelling units, or of both residential dwelling units and commercial uses, in the C2, C4, or C5 zones, buildable area shall have the same meaning as lot area."

¹⁹ Google Maps approximate area.

²⁰ Los Angeles Historic Places: <http://historicplacesla.org/map>, accessed July 20, 2023.

²¹ SurveyLA: <https://planning.lacity.org/preservation-design/historic-resources-survey>, accessed July 20, 2023.

²² Protected Tree Report, JTL Consultants, May 25, 2023.

²³ LAMC Section 46.01: "PROTECTED TREE OR SHRUB" means any of the following Southern California indigenous tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub: **Protected Trees:** (a) Oak tree including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus berberidifolia*); (b) Southern California Black Walnut (*Juglans californica*); (c) Western Sycamore (*Platanus racemosa*); (d) California Bay (*Umeellularia californica*). **Protected Shrubs:** (a) Mexican Elderberry (*Sambucus mexicana*); (b) Toyon (*Heteromeles arbutifolia*). This definition shall not include any tree or shrub grown or held for sale by a licensed nursery, or trees or shrubs planted or grown as a part of a planting program.

4 Project Description

4.1 Project Overview

The Project would construct a new mixed-use 7-story building with 151 residential dwelling units and 3,690 square feet of ground floor commercial space, anticipated to be occupied by a high-turnover sit-down restaurant.²⁴

The Project would include 87 parking spaces as required by the Los Angeles Municipal Code (LAMC) and applicable Density Bonus reductions. Parking is located in two above grade levels wrapped with commercial use on the ground floor and residential units on the second floor.

The Project includes 16 studio units, 95 one-bedroom units, and 40 two-bedroom units.

The building will contain 4 levels of Type IIIA Wood (residential units on the fourth, fifth, sixth, and seventh levels) over 3 levels of Type IA Concrete (one ground floor level of parking and commercial use; parking and residential amenities on the second level; and residential units on the third level).

See **Figure 1-3, Site Plan**, for the ground level of the Project.

²⁴ Several of this SCPE's technical reports (i.e., transportation VMT trip generation, air quality, noise modeling, energy and water efficiency requirements, and utility modeling) reflect a previously proposed version of the Project, which contained 153 units and 7,000 square feet of high-turnover restaurant uses. Utilizing these reports for this SCPE therefore represents a more conservative form of analysis of the Project's potential impacts.

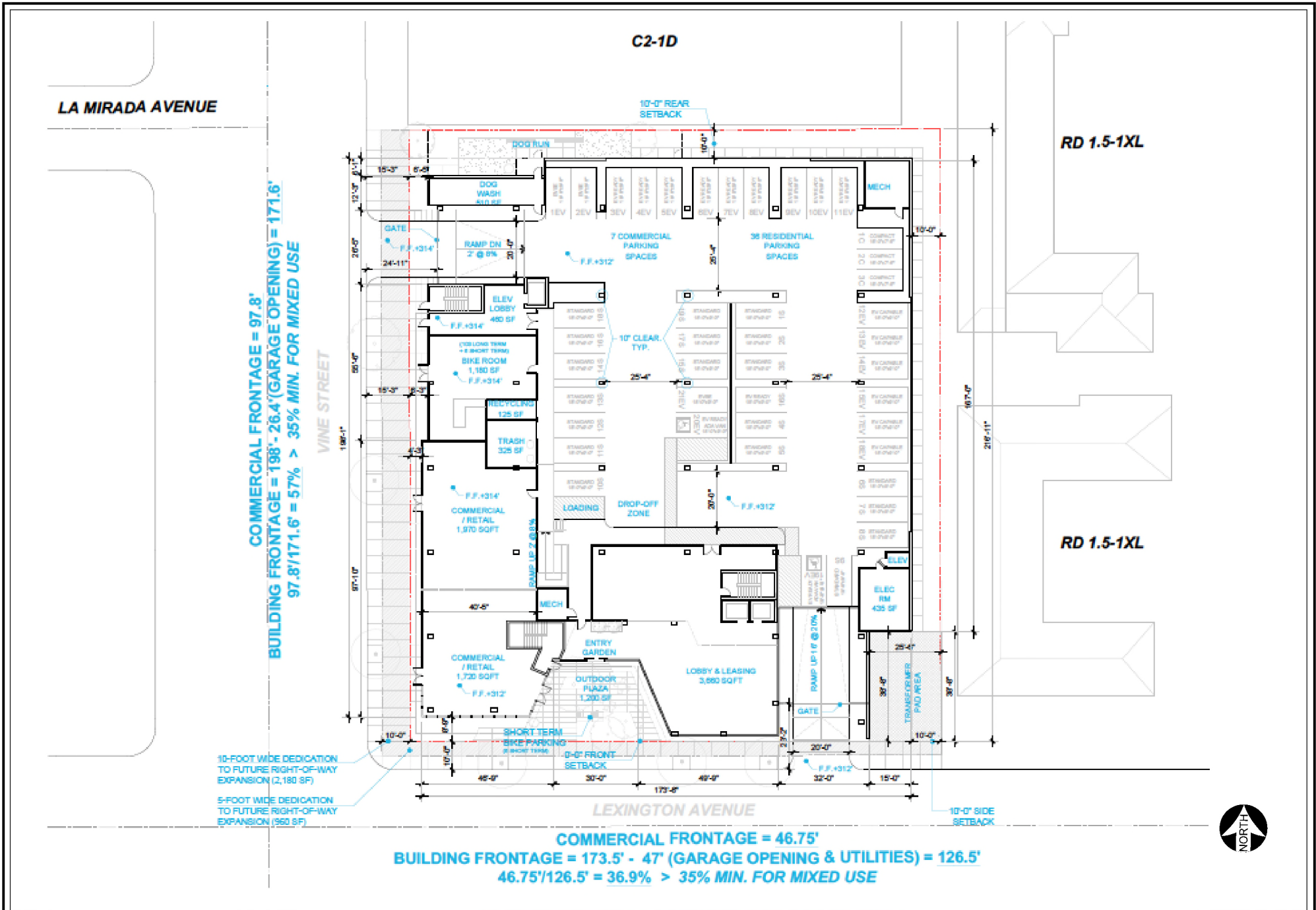


Figure 3
Site Plan

4.1.1 Density

See **Table 1-4** for the density calculation. Pursuant to the City’s General Plan and LAMC Sections 12.14 A.4, 12.13.5 A.1, and 12.11 C.4, the maximum residential density within the C2 zone is generally one dwelling unit for every 400 square feet of lot area.

The lot area is 40,786 square feet, which allows a maximum of 101 units per the LAMC. Under Density Bonus law, all fractional unit calculations are rounded up, resulting in a base density of 102 units for Density Bonus calculation purposes.

Density Bonus law, as implemented by the City, permits a density increase of up to 35 percent in exchange for restricting 11 percent of a site’s base density for Very Low Income (VLI) households. LAMC Section 12.24.U.26 then offers a Conditional Use Permit to authorize additional density increases beyond 35 percent; specifically, for every additional 1 percent set-aside of VLI units, a project may be granted an additional 2.5 percent density increase.

The Project is seeking a Conditional Use Permit pursuant to LAMC Section 12.24 U.26 to allow an additional 12.5 percent Density Bonus (to achieve a total bonus of 47.5 percent), thereby allowing 49 additional units, and a total of 151 units.

To allow the requested Density Bonus, the Project proposes to restrict 16 percent of the base units (or 17 units) for VLI households. The provision of these restricted affordable units make the Project eligible for up to three Density Bonus incentives/concessions, as described below. The Project’s remaining 134 units will be market-rate.

**Table 1-4
Density**

Zone	Site Area	LAMC Density		Density Bonus		Provided
		Rate	Base	Incentive	Max	
C2	40,786 sf	1 unit / 400 sf	102 units	+47.5% (+49)	151 units	151 units
Plans, KTGy, April 11, 2023.						

4.1.2 Floor Area

See **Table 1-5** for the Site’s buildable area and floor area ratio (FAR).

Under the LAMC, the FAR is limited to 0.5:1 due to the D Limitation as restricted by Ordinance Number 164,692. With a buildable area of 40,786 square feet, the floor area is limited to 20,393 square feet.

The Project is requesting a Density Bonus off-menu incentive pursuant to LAMC Section 12.22.A.25 for an increase in the FAR to 3.40:1 in lieu of the otherwise allowable maximum of 0.5:1.

The Project would include 138,765 square feet of floor area and a 3.40:1 FAR. Of this total, 135,075 square feet is residential floor area and 3,690 square feet is commercial. The commercial floor area is located at the ground floor of the Project.

**Table 1-5
Floor Area**

Zone	Buildable Area	LAMC Base		Density Bonus		Provided	
		FAR	Floor Area	FAR	Floor Area	FAR	Floor Area
C2-1D	40,786 sf	0.5:1	20,393 sf	3.40:1	138,765 sf	3.40:1	138,765 sf
Plans, KTGy, April 11, 2023.							

4.1.3 Height

The LAMC does not impose a maximum building height limit for height district 1 in the C2 zone. The Project proposes a building of 7-stories with a total height of 87'-0" feet.

4.1.4 Setbacks

See **Table 1-6** for the setbacks. In the C2, C4, and C5 zones, no front yards are required. While no side or rear yards are required for commercial uses, residential developments must provide setbacks as required by the R4 zone at the first level containing residential uses.

The Project is requesting a Density Bonus off-menu incentive pursuant to LAMC Section 12.22.A.25 for a decrease in the required rear yard to allow 10 feet in lieu of 20 feet required in the C2-1D Zone and another Density Bonus off-menu incentive for a decrease in the required side yard along Vine Street to allow 0 feet in lieu of the otherwise required 10 feet required in the C2-1D Zone.

The Project includes 10 foot side (east side), 0 foot side (Vine Street), and 10 foot rear yards at the first residential levels.

**Table 1-6
Setbacks**

Location	Required per LAMC	Provided
Front (Lexington)	0 feet	0 feet
Side (Vine)	10 feet	0 feet
Side (east)	0 ft. (commercial) 10 ft. (residential)	10 ft. (residential)
Rear (abutting)	0 ft. (commercial) 20 ft. (residential)	10 ft. (residential)
Plans, KTGy, April 11, 2023.		

4.2 Design and Architecture

See **Appendix A** of this SCPE for the Project's floor plans, elevations, sections, and renderings. The Project has been designed as an integrated single structure with articulation and variation consistent with applicable City design guidance. Parking spaces within the building (ground and upper levels) and residential units located within the building have been integrated into the overall architectural theme of the Project.

The building's ground level will incorporate pedestrian scale uses and design, with a street fronting commercial storefront along with the residential building entrance all with floor to ceiling glazing.

In addition, the building's proposed design architecturally differentiates the base of the building from the residential above by including horizontal breaks in material and colored elements.

The upper residential portions of the building incorporate varied articulation including recessed balconies.

The Project is designed with a façade that utilizes a variety of materials, including metal, cement panel and plastering, and glass in order to add visual interest through different textures and colors. This variation, along with insets and offsets, and street-facing residential window contrasted with storefront glazing at the ground floor, separates the residential portions of the building from the commercial, avoids a dull or repetitive façade, and contributes to neighborhood safety by activating the ground floor and putting more “eyes on the street.”

The building provides volume articulation with carved out sections that break down the massing and allow light and air into the building. The ground floor has glass openings that provide a pedestrian-friendly experience for Project residents and the public. Ground floor commercial activates the street.

The building’s southern-facing façade is indented/cut-away above the second level to provide an interior courtyard space and allow light and air to enter the interior-facing units. This third floor courtyard space would include a pool deck and open space.

The building provides façade treatments with balconies that highlight the residential nature of the building. All sides of the proposed building are articulated with colored elements, glass and metal, windows, and inset and offset architectural elements to create visual interest. Overall variation in building appearance is created with the use of various materials, windows of different widths, and balconies, the landscaped ground floor, and the transition of the first floor to upper levels.

Rooftop equipment will be set back from the roof parapet edge and appropriately screened from public view.

The Project is designed to minimize the visual impact of building mechanics and maintenance areas. Electrical rooms, storage rooms, and trash and recycling areas, are located within the building and are not visible from surrounding public streets and public view.

The Project Site is located in an urbanized and fully developed portion of the City. The built environment is characterized by a variety of architectural styles, age of buildings, type of developments, and size.

4.3 Open Space

Table 1-7, Open Space, provides the amount of required open space under the LAMC and the open space proposed to be provided by the Project.

The Project would provide 19,065 square feet of common and private open space through courtyards, pool deck, indoor amenities, roof decks, and balconies.

**Table 1-7
Open Space**

Use	Quantity	Rate	Total (sf)
Required			
< 3 habitable rooms	16 units	100 sf / unit	1,600
= 3 habitable rooms	95 units	125 sf / unit	9,500
> 3 habitable rooms	40 units	175 sf / unit	5,000
Total			16,100
Provided			
Common outdoor	Outdoor Plaza Level 1		1,200
	Podium Courtyard Level 3		5,970
	Roof Deck 1		1,200
	Roof Deck 2		620
	Subtotal		8,990
Common indoor	Recreation Rooms		4,025
	Subtotal		4,025
Private	Balconies (121 x 50 sf)		6,050
Total			19,065
Per LAMC 12.21.G.2			
Habitable Room - An enclosed subdivision in a residential building commonly used for living purposes, but not including any lobby, hall, closet, storage space, water closet, bath, toilet, slop sink, general utility room or service porch. A recess from a room or an alcove (other than a dining area) having 50 square feet or more of floor area and so located that it could be partitioned off to form a habitable room, shall be considered a habitable room.			
For the purpose of applying the open space requirements of Section 12.21 G., a kitchen as defined herein shall not be considered a habitable room.			
A studio and 1-bedroom units have less than 3 habitable rooms. A 2-bedroom has 3 habitable rooms.			
Plans, KTGy, April 11, 2023.			

4.4 Landscaping

Per LAMC Section 12.21.G.a.3, a minimum of 25 percent of the common open space area shall be planted with ground cover, shrubs or trees. At least one 24-inch box tree for every four dwelling units shall be provided on site and may include street trees in the parkway.

The Project is required to provide 25 percent of its 8,990 square feet of outdoor common open space as landscaping, or 2,248 square feet. The Project would provide 3,142 square feet of landscaped common open space.²⁵ The Project would be required to provide 38 trees (151 units / 4). The Project would provide 38 trees on the ground level, Level 3 podium, and level 7.²⁶ The Project will therefore comply with LAMC requirements for on-site trees and landscaping.

There are a total of 9 street trees along the sidewalk (4 jacarandas on Vine Street and 5 pink trumpet trees on Lexington Avenue).²⁷ While efforts will be made to limit street tree removals to the greatest extent possible, it is possible that up to 9 trees would be removed in connection with the development of the Project. Any street tree removal will comply with the requirements and

²⁵ Landscape Plans, Border Landscape Architecture, April 11, 2023.

²⁶ Landscape Plans, Border Landscape Architecture, April 11, 2023.

²⁷ Protected Tree Report, JTL Consultants, May 25, 2023.

policies of the Urban Forestry Division, Bureau of Street Services, and may require approval by the Board of Public Works. The City may require a replacement ratio of 2:1. Therefore, the removal of 9 trees would require 18 replacement trees. Any street trees that are retained will be protected in place in compliance with all applicable City regulatory requirements.

4.5 Access and Circulation

There are three existing curb cuts at the Site, one along Lexington Avenue at the southeast corner of the Site, and two along Vine Street.

The southern curb cut on Vine Street would be closed. The other two curb cuts on Vine Street and Lexington Avenue will be slightly shifted to accommodate the new building.

The curb cut on Vine Street would provide two-way access (ingress and egress) to the ground level parking. The curb cut on Lexington Avenue would provide two-way access (ingress and egress) to the second level parking.

The residential use would be accessed from a residential lobby on Lexington Avenue.

The commercial use would be accessed from Vine Street.

4.6 Vehicle Parking

Table 1-8, Vehicle Parking, provides the amount of required and provided vehicle parking.

The Project is requesting parking in accordance with Assembly Bill (AB) 2345 standards (Government Code Section 65915) which requires no more than 0.5 parking spaces per dwelling unit.

Additionally, the Project is in a Los Angeles State Enterprise Zone which requires 2 parking spaces for each 1,000 square feet of non-residential / retail / commercial / restaurant space.

The Project is required to provide 76 residential spaces and 7 commercial spaces for a total of 83 spaces.

The Project proposes to provide a total of 87 parking spaces (80 residential and 7 commercial spaces) in two levels (ground and level 2).

**Table 1-8
Vehicle Parking**

Use	Quantity	Required		Provided
		Rate	Amount	
Residential	151 units	0.5 space / unit	76	80
Commercial	3,690 sf	1 space / 500 sf	7	7
Total			83	87
Per LAMC 12.22 A.4. Plans, KTG, April 11, 2023.				

4.6.1 Electric Vehicle Parking

LAMC Section 99.04.16.4.2.2 creates electric vehicle (EV) parking requirements that applies to multifamily development projects with 20 or more dwelling units, hotels and motels with 20 or more sleeping units or guest rooms. It requires that 30 percent of the total number of parking spaces provided by EV-capable (on-site distribution transformers to simultaneously charge all EVs at the requires spaces), 25 percent be EV-ready (spaces equipped with low power Level 2 charging receptacles), and 10 percent have EV chargers.

The Project will provide EV spaces as required by the LAMC.

4.7 Bicycle Parking

Table 1-9, Bicycle Parking, provides the amount of required and provided bicycle parking. The Project would provide 115 bicycle parking spaces (12 short-term and 103 long-term). The long-term bicycle parking stalls will be located at the ground level.

**Table 1-9
Bicycle Parking**

Use	Quantity	Short-Term Spaces			Long-Term Spaces		
		Rate	Required	Provided	Rate	Required	Provided
Residential	1-25 units	1 / 10 unit	2.5	10	1 / 1 unit	25	101
	26-100 units	1 / 15 units	5.0		1 / 1.5 units	50	
	101-200 units	1 / 20 units	2.6		1 / 2 units	25.5	
	201+ units	1 / 40 units	0		1 / 4 units	0	
Commercial	3,690 sf	1 / 2,000 sf	1.8	2	1 / 2,000 sf	1.8	2
Total			11.9	12		102.3	103

LAMC Table 12.21 A.16 (a)(1)(i) and Ordinance No. 185,480.

A minimum of two short-term bicycle parking spaces shall be provided in all cases.

Per LAMC Section 12.21.A.16(b): When the application of these regulations results in the requirement of a fractional bicycle space, any fraction up to and included one-half may be disregarded, and any fraction over one-half shall be construed as requiring one bicycle parking space.

Plans, KTGy, April 11, 2023.

4.8 Lighting and Signage

Project signage would include building identification, wayfinding, and security markings. Signage would be similar to other signage in the Project's vicinity.

Exterior lighting would be shielded to reduce glare and eliminate light being cast into the night sky. Security lighting would be integrated into the overall architecture and landscaping.

The Project would also comply with LAMC lighting regulations that include approval of street lighting plans by the Bureau of Street Lighting; limited light intensity from signage to no more than three foot-candles above ambient lighting; and limited exterior lighting to no more than two foot-candles of lighting intensity or direct glare onto specified sensitive uses, under the terms of the LAMC Section 93.0117(b).

4.9 Site Security

The Project would provide a passive security program to ensure the safety of its residents, employees, and visitors. Security features to assist in crime prevention efforts and to reduce the demand for police protection services would include secured building access/design to residential areas; lighting of building entryways and areas; and possible video surveillance. The security program would include controlling access; monitoring entrances and exits of buildings; monitoring fire/life/safety systems; and security lighting.

4.10 Sustainability Features

The Project will comply with the applicable Los Angeles Green Building Code (LAGBC, 2023 version effective January 1, 2023)²⁸ and the applicable California Green Building Standards Code (CalGreen, 2022 version effective January 1, 2023).²⁹ The applicability is determined when the Project is submitted and accepted by plan check.

All building systems would meet applicable Title 24 Energy Standards. These standards would reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The sustainability features to be incorporated into the Project would include, but not be limited to, WaterSense-labeled plumbing fixtures and Energy Star-labeled appliances, reduction of indoor and outdoor water use, weather-based controller and drip irrigation systems, and water-efficient landscape design. In addition, the landscaping on the outdoor decks would serve to help reduce solar heat gain and facilitate possible stormwater retention on-site.

The Project would recycle and reuse building and construction materials to the maximum extent feasible, in compliance with all applicable waste management and recycling regulatory requirements.

As noted above, the Project would provide EV spaces.

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation would reduce vehicle miles traveled for residents and visitors.

4.10.1 Solar Ready Roof

LAMC Section 99.05.211.1 (Solar Ready Buildings) states that Projects must comply with California Energy Code Section 110.10 (CCR Title 24, Part 6, Section 110.10(b) through 110.10(d) regarding provision of roof solar zones). The solar zone shall be located on the roof or overhang of the building or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project, and shall have a total area no less than 15 percent of the total roof area of the building excluding any skylight area. The solar

²⁸ City of Los Angeles Department of Building and Safety, Green Building, available at <http://ladbs.org/forms-publications/forms/green-building>, accessed on July 20, 2023.

²⁹ California Building Codes: <https://www.dgs.ca.gov/BSC/CALGreen>, accessed on July 20, 2023.

zone requirement is applicable to the entire building, including mixed occupancy.

The roof area is 23,300 square feet. The Project is required to provide 15 percent of its roof area, or 3,495 square feet, for solar zone area. The Project would provide 3,495 square feet of solar zone.³⁰ Therefore, the Project would comply with the applicable CalGreen and LAGBC requirements.

4.11 Anticipated Construction Schedule

The estimated construction schedule is shown in **Table 1-10, Construction Schedule**.

**Table 1-10
Construction Schedule**

Phase	Schedule	Duration
Demolition	January 2, 2024 – March 29, 2024	62 days (3 months)
Grading and Excavation	April 1, 2024 – May 31, 2024	43 days (2 months)
Trenching	June 1, 2024 – July 15, 2024	30 days (1.5 months)
Construction	June 1, 2024 – July 31, 2026	535 days (26 months)
Architectural Coatings	March 2, 2026 – November 30, 2026	186 days (9 months)

Demolition involves removing buildings or structures.

Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.

Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.

Trenching is associated with underground utilities.

Building Construction involves the construction of the foundation, structures and buildings.)

Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.

Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Construction schedule, including start, end, and duration dates are estimates only.

Some overlap of phasing may occur.

The analysis assumes that construction would start in 2024. In practice, construction could begin at a later time. However, using an earlier start date represents a worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Construction is proposed to finish in late 2026 and the Project would undergo a standard process to obtain its certification of occupancy and would begin leasing. The operational year 2027 relates to future traffic operations and assumes a fully leased building for maximum trip and VMT purposes.

Estimates provided by the Applicant, July 2022.

The estimated operational year is 2027.³¹

The Project will demolish 27,011 square feet of existing buildings and approximately 16,000

³⁰ Plans, KTGy, April 11, 2023.

³¹ Transportation Assessment, Gibson Transportation Consulting, November 2, 2022.

square feet of surface parking lot asphalt.

For a conservative assumption, the Project will excavate at a depth of approximately 6 feet for, foundation elements, and grading of soils.³²

0 cubic yards of fill will be imported to the Site. The amount of materials exported will be up to approximately 10,000 cubic yards (accounting for swell/expansion amount).³³

The haul route would be approximately 30 miles one-way, or 60 miles roundtrip, and could include the following:

- Full trucks: Exit Site on Lexington Avenue and travel south on Vine Street to east on Santa Monica Boulevard to south on US-101 to I-10 East, to the CA-60 East, to the I-605 North to exit Live Oak Avenue to Arrow Highway, to Vincent Avenue, to Azusa Landfill (1211 Gladstone Street, Azusa, CA 91702).
- Empty trucks would travel in the reverse to the Site and exit US-101 on Santa Monica Boulevard.

Truck routes are expected to utilize the most convenient access to freeway ramps. The truck routes would comply with the approved truck routes designated within the City and/or adjacent jurisdictions.

4.12 Discretionary Requests

Discretionary entitlements required to implement the Project will include, but are not necessarily limited to, the following:³⁴

- **Density Bonus (DB)**, pursuant to LAMC Section 12.22 A.25(g)(3), for a project having 151 residential dwelling units, including 17 units reserved for Very Low Income households (16 percent of the base units), with the following Off-Menu Incentives:
 - **Off-Menu Incentive**, for an increase in the Floor Area Ratio (FAR) to 3.40:1 in lieu of the otherwise allowable maximum of 0.5:1 in the C2-1D Zone, as restricted by Ordinance Number 164,692;
 - **Off-Menu Incentive**, for a decrease in the required rear yard to allow 10 feet in lieu of 20 feet required in the C2-1D Zone; and
 - **Off-Menu Incentive**, for a decrease in the required side yard to allow 0 feet in lieu of 10 feet required in the C2-1D Zone.
- **Conditional Use Permit (CUP)**, pursuant to LAMC Section 12.24 U.26, to allow a 12.5 percent increase in density beyond the maximum 35 percent permitted in LAMC Section 12.22 A.25, for a total increase in density of 47.5 percent to provide a total of 151 residential dwelling

³² [Plans](#), KTGy, April 11, 2023.

³³ Estimates provided by the Applicant, July 2022. Assumes 8,439 cy with a soil swell percent of 18.5% = 10,000 cy.

³⁴ [Findings and Supplemental Information, Attachment A](#), filed September 2022.

units, setting aside 16 percent of the base density units for Very Low Income Households.

Site Plan Review (SPR) pursuant to LAMC Section 16.05, for a development project that results in an increase of 50 or more dwelling units and/or guest rooms.

Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, street tree removal permits, temporary street closure permits, grading permits, haul route approval and permits, excavation permits, foundation permits, building permits, and sign permits.

Section 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
The Project would construct a new mixed-use 7-story building with 151 residential dwelling units and 3,690 square feet of ground floor commercial space, anticipated to be occupied by a high-turnover sit-down restaurant. The Project would include 138,765 square feet of floor area and a 3.40:1 FAR. The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the Project Site area, and the applicable “sustainable communities strategy” is SCAG’s 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), adopted on September 3, 2020. SCAG submitted the 2020-2045 RTP/SCS to CARB for concurrence, and on October 30, 2020, CARB officially determined that the 2020-2045 RTP/SCS would, if implemented, achieve CARB’s 2035 greenhouse gas (GHG) emission reduction target. The 2020-2045 RTP/SCS includes strategies for accommodating forecasted population, household, and employment growth in the SCAG region by 2045, as well as a transportation investment strategy for the region. These land use strategies are directly tied to supporting related GHG emissions reductions through increasing transportation choices with reduced dependence on automobiles; increasing growth within walkable, mixed-use communities, and high-quality transit areas (HQTAs); and encouraging growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region. 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 four percent of the 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. • Job Centers: Areas with 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 or near 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	X	

Table 2-1
Sustainable Communities Strategy Criteria

existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports strategies outlined in the 2020-2045 RTP/SCS for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation. • HQTAs: Areas within one-half mile from major transit stops and high quality transit corridors. New developments should be context-sensitive, responding to the existing physical conditions of the surrounding area. Sensitively designed TODs can preserve existing development patterns and neighborhood character while providing a balance of housing choices. • NMAs: Areas that focus on creating, improving, restoring and enhancing safe and convenient connections to schools, shopping, services, places of worship, parks, greenways and other destinations. NMAs have robust residential to non-residential land use connections, high roadway intersection densities and low-to-moderate traffic speeds. NMAs can encourage safer, multimodal, short trips in existing and planned neighborhoods and reduce reliance on single occupancy vehicles. NMAs support the principles of center focused placemaking. Fundamental to neighborhood scale mobility in urban, suburban and rural settings is encouraging “walkability,” active transportation and short, shared vehicular trips on a connected network through increased density, mixed land uses, neighborhood design, enhanced destination accessibility and reduced distance to transit. Targeting future growth in these areas has inherent benefits to Southern California residents – providing access to “walkable” and destination-rich neighborhoods to more people in the future. • Livable Corridors: Livable Corridor land-use strategies include development of mixed-use retail centers at key nodes along corridors, increasing neighborhood-oriented retail at more intersections, applying a “Complete Streets” approach to roadway improvements and zoning that allows for the replacement of underperforming auto- oriented strip retail between nodes with higher density residential and employment. Livable Corridors also encourage increased density at nodes along key corridors, and redevelopment of single-story, under-performing retail with well-designed, higher density housing and employment centers. The 2020-2045 RTP/SCS identifies these PGAs on Exhibits 3.4 through 3.10¹, which are included in Appendix B to this SCPE. As shown in the figures, the Project Site is located within a Job Center; within the boundaries of a TPA; an HQTA; a NMA; and along a Livable Corridor.² (The Project Site is not within a Sphere of Influence.) The Project would be 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 mixed residential and commercial uses, including 151 multi-family dwelling units (inclusive of 17 units set aside for Very Low Income households), 3,690 square feet of ground floor commercial space, on an infill site near transit and sources of shopping, employment, and entertainment leveraging existing density and infrastructure and reduce the	
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¹ SCAG, 2020-2045 RTP/SCS, Chapter 3: <https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-03-plan.pdf?1604533568>

² SCAG GIS Open Data Portal: <https://gisdata-scag.opendata.arcgis.com/>

Table 2-1
Sustainable Communities Strategy Criteria

length of vehicle trips for residents and employees. Consistent with the land use policies for TPAs, the Project would constitute 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 to work and home. In addition, the Project Site's location near robust transit opportunities (Metro B subway, Metro bus lines 210 and 4, and LADOT DASH Hollywood and Hollywood/Wilshire lines) would further reduce dependence on automobile travel, reducing the need to own an automobile and pay for parking. 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 commercial buildings along the Vine Street corridor and nearby other residential uses, while providing additional housing choices for residents. Consistent with the 2020-2045 RTP/SCS's general use designation, density, and building intensity for NMAs and Livable Corridors, the Project would create a residential to non-residential land use connection by developing the Project Site with mixed residential and commercial areas in a destination-rich area and an area with high roadway intersection densities. The Project would increase density along the corridor and would also encourage "walkability" by locating new housing near existing retail, transit, and employment. Also, the Project would include 103 long-term bicycle parking stalls and 12 short-term bicycle parking stalls, which would encourage bicycling as a form of exercise and transportation. This type of transit-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 near Job Centers and in TPAs, HQTAs, NMAs, and along Livable Corridors. Furthermore, the Project is consistent with the applicable goals and policies in the 2020-2045 RTP/SCS, as outlined in Appendix C. As such, the Project is consistent with this criterion.		
PRC §21155(b).		
To be considered a Transit Priority Project (TPP) as defined by §21155(b), the project must meet all of the following criteria. A TPP shall:		
(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;	Consistent	
The Project would construct a mixed-use building with a total floor area of 138,765 square feet, containing 135,075 square feet of residential uses and 3,690 square feet of commercial uses. Thus, the Project contains approximately 95 percent residential uses.	X	

Table 2-1
Sustainable Communities Strategy Criteria

As such, the Project is consistent with this criterion.		
(2) Provide a minimum net density of at least 20 dwelling units per acre; and	Consistent	
	Yes	No
The Project would develop an approximately 0.936-acre site with a mixed-use building containing 151 residential units. Thus, the net density for the Project is approximately 161 dwelling units per acre, which exceeds the required minimum of 20 units per acre.	X	
As such, the Project is consistent with this criterion.		
(3) Be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area further than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.	Consistent	
	Yes	No
PRC Section 21064.3 defines a major transit stop as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”	X	
The Project Site consists of two parcels (APNs 5534-002-018 and -023), both of which are within 0.5 mile of Major Transit Stop. The Project Site is located 665 feet north from a qualified Major Transit Stop at the intersection of Santa Monica Boulevard and Vine Street, which is served by Metro bus line 4 running east-west and Metro bus line 210 running north-south. Both lines have an average service interval of 15 minutes or less, with the Metro 4 line providing peak period average headways of 8 minutes, and the Metro 210 line providing peak period average headways of 10 minutes.		
Thus, the Site is located within one-half mile of a Major Transit Stop at the intersection of Santa Monica Boulevard and Vine Street, which has two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.		
Further, as stated previously, the Project Site is also located within an HQTAs as defined by SCAG (see SCPE Appendix B, Figure 3-8) and a TPA as defined by SB 743 (see SCPE Appendix B, Figure 3-7).		
As such, the Project is consistent with this criterion.		
PRC §21155.1(a).		
The Transit Priority Project complies with all of the following environmental criteria:		
(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.	Consistent	
	Yes	No

Table 2-1
Sustainable Communities Strategy Criteria

<u>Water:</u> The Los Angeles Department of Water and Power (LADWP) provides water service to the Site. To assess and plan for anticipated water supply and demand for the City, LADWP prepares an Urban Water Management Plan every five years. The 2020 UWMP was adopted in May 2021 and projects a demand of 642,600 acre-feet per year (AFY) in 2025 (average weather year).³ The UWMP forecasts water demand by estimating baseline water consumption by use (single family, multi-family, commercial/government, industrial), then adjusting for projected changes in socioeconomic variables (including personal income, family size, conservation effects) and projected growth of different uses based on SCAG 2020-2045 RTP/SCS.⁴ The 2020-2045 RTP/SCS models local and regional population, housing supply and jobs using a model accounting for job availability by wage and sector and demographic trends (including household size, birth and death rates, migration patterns and life expectancy).⁵ Neither the UWMP forecasts, nor the 2020-2045 RTP/SCS include parcel-level zoning and land use designation as an input. The Project does not materially alter socioeconomic variables or projected growth by use. Any shortfall in LADWP controlled supplies (groundwater, recycled, conservation, LA aqueduct) is offset with MWD purchases to rise to the level of demand. The UWMP demonstrates adequate capacity currently and future capacity to accommodate City growth into which the Project will easily fit. The LADWP owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in the Sylmar community of the City. The LAAFP treats City water prior to distribution throughout LADWP's Central Water Service Area. The designated treatment capacity of the LAAFP is 600 million gallons per day (mgd), with an average plant flow of 550 mgd during the summer months and 450 mgd in the non-summer months. Thus, the facility has between approximately 50 to 150 mgd of remaining capacity depending on the season. As described in the Water and Wastewater Technical Report (Appendix D-1), the Project (at its originally proposed size of 153 units and 7,000 sf of commercial uses) would demand a net total of approximately 53,670 gallons of water per day (or 0.054 mgd).⁶ This total does not takes credit for removal of the existing uses (which are vacant). This total does not take any credit for any proposed sustainable and water conservation features of the Project. Moreover, the current Project proposes fewer units and less commercial floor area. Accordingly, the analysis in the Water and Wastewater Technical Report presents a worst-case, conservative approach. With the remaining capacity of approximately 50 to 150 mgd, the LAAFP would have adequate capacity to serve the Project's projected demand for treatment of 0.054 mgd. Available record drawings provided by the City show there are current water meters connecting to the 10-inch water main along Vine Street, to the west of the Project Site, and	X
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³ 2020 Urban Water Management Plan, Los Angeles, Exhibit ES-S.

⁴ 2020 Urban Water Management Plan, Los Angeles, page 1-5.

⁵ SCAG, 2020-2045 RTP/SCS, Demographic and Growth Forecast, page 3.

⁶ Water and Wastewater Technical Report, Fuscoe Engineering, November 29, 2022, page 12. Included as **Appendix D-1**.

Table 2-1
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the 4-in water line on Lexington Avenue. The record drawings indicate the following existing water infrastructure: a 10-inch line on Vine Street, 4-inch line on Lexington Avenue.⁷ Domestic water is expected to be the main contributor of water consumption for the Project, however, fire water demands will create a much greater immediate impact on the water network. Therefore, analysis for both fire suppression and domestic water flows has been completed by LADWP for the Project. Specifically, the existing fire hydrants in the vicinity of the Site have been tested to determine if adequate fire flows to serve a High Density Residential land use exist, by running four (4) simultaneous hydrants with at least 4,000 total gpm pursuant to a requested Information of Fire Flow Availability report (IFFAR) from LADWP. Additionally, a LADWP Water Pressure application for Fire Service Pressure Flow Report (SAR) was requested for the Project to achieve a preliminary analysis of the existing water mains in Vine Street and Lexington Avenue to determine if the existing mains can convey water supply for both the proposed Project demand and fire services. The IFFAR was received on September 14, 2022. The existing hydrants were tested at 1,500 gpm each, resulting in residual pressures of 90 to 92 pounds per square inches (psi). Accordingly, the existing water mains and hydrants surrounding the Project will adequately service the minimum 4,000 gpm from four (4) hydrants running simultaneously.⁸ In addition, the requested SAR report was received on September 16, 2022, and confirmed that the existing water main in Vine Street was found to be adequate for the proposed required flows of 1,400 gpm having a pressure of 88 psi; however, if the Project were to propose a water connection on Lexington Avenue, the existing 4-inch water main in Lexington Avenue would require upsizing to 6-inches to achieve a required flow of 1,400 gpm. Should a water connection be proposed from Lexington, the Project applicant would coordinate any such necessary upsizing with LADWP, in conformance with all LADWP and City regulatory requirements, in order to achieve the required flow. A water will serve letter was issued by LADWP on August 29, 2022 confirming that the Project can be supplied with water (see SCPE Appendix D-1, Attachment C).⁹ Therefore, no Project impacts related to water supply or infrastructure would occur and the Project would be adequately served by existing LADWP facilities. <u>Wastewater:</u> The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat 450 mgd to full secondary treatment. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the Los Angeles Regional Water Quality Control Board (LARWQCB) discharge policies for the Santa Monica Bay. The HTP currently treats an	
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⁷ Water and Wastewater Technical Report, Fuscoe Engineering, November 29, 2022, page 6. Included as **Appendix D-1**.

⁸ Water and Wastewater Technical Report, Fuscoe Engineering, November 29, 2022, page 13. Included as **Appendix D-1**.

⁹ Utilities Technical Memorandum, PSOMAS, September 13, 2022. Page 9. Included as **Appendix D-1**.

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average daily flow of approximately 275 mgd.¹⁰ Thus, there is approximately 175 mgd available capacity at the HTP. In addition, according to the most current Integrated Resources Plan (IRP) prepared by the City's Bureau of Sanitation (BOS), the existing design capacity of the overall Hyperion Service Area is approximately 550 mgd (consisting of 450 mgd at the HTP, 80 mgd at the Donald C. Tillman Water Reclamation Plant, and 20 mgd at the Los Angeles-Glendale Water Reclamation), and that the existing average daily flow for the system as of 2021 is approximately 275 mgd, resulting in approximately 275 mgd of available capacity across the entire service area. The Project (at its originally proposed size of 153 units and 7,000 sf of commercial uses) would generate a net total of approximately 53,670 gallons of wastewater per day (or 0.054 mgd).¹¹ This total does not take credit for removal of the existing uses (which are vacant). This total does not take any credit for any proposed sustainable and water conservation features of the Project. Moreover, the current Project proposes fewer units and less commercial floor area. Accordingly, the analysis in the Water and Wastewater Technical Report presents a worst-case, conservative approach. There are currently four (4) existing sewer mains in the surrounding streets. Two (2) of these mains, a 12-inch and 8-inch, reside in Lexington Avenue and the other two (2), a 10-inch and 33-inch, reside in Vine Street. Beyond the limits of the Project site, the sewer mains on Vine Street continue to flow southerly while the sewer mains on Lexington Avenue flow westerly. Each of these sewer mains that are adjacent to the Project Site connect to a network of sewer lines that ultimately convey wastewater to the City's Hyperion Treatment Plant. Based on available record data from the City¹², there is currently one existing sewer laterals connecting from the City's public sewer system to the Project Site. The sewer lateral, marked as active, connects to the 8-inch main on Lexington Avenue. A Sewer Capacity Availability Request (SCAR) was submitted to the Bureau of Sanitation (BOS) to determine whether the existing wastewater infrastructure can accommodate the Project location. Based on the approval of the SCAR, no wastewater service issues have been identified and the Project's wastewater infrastructure would be adequate. The sewer mains in Vine Street and Lexington Avenue will serve the Project, and sewage from the Project Site is conveyed to the HTP. The Project's estimated wastewater generation increase of 0.054 mgd, comprises less than 0.02 percent of the available capacity in the Hyperion Service Area's remaining capacity of 275 mgd.¹³ Due to this, impacts on wastewater infrastructure would be less than significant. Therefore, no Project impacts related to wastewater treatment would occur and the Project would be adequately served by the City's existing wastewater facilities.	
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¹⁰ <https://www.lacitysan.org/san/faces/wcnaveexternalld/s-lsh-wwd-cw-p-hwrp?adf.ctrlstate=e9g2enwi5&afLoop=2223629005130851#!>

¹¹ Water and Wastewater Technical Report, Fuscoe Engineering, November 29, 2022, page 14. Included as **Appendix D-1**.

¹² Water and Wastewater Technical Report, Fuscoe Engineering, November 29, 2022, page 7. Included as **Appendix D-1**. Fuscoe used NavigateLA, Sewer Information layer: <https://navigatela.lacity.org/navigatela/>

¹³ Water and Wastewater Technical Report, Fuscoe Engineering, November 29, 2022, page 14. Included as **Appendix D-1**.

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<u>Stormwater:</u>¹⁴ The Project Site is located in an urbanized area of the City. The Site is approximately 0.936 acres and entirely covered by a buildings and hardscape. The Site is nearly 100% impervious. 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. Development of the Project would result in an increase in the landscaped areas throughout the Project Site and would decrease the Site's impervious area from 99.1 percent to 85.3 percent. Stormwater runoff is collected from the Project Site and conveyed through an offsite storm drain facility along Vine Street, with excess stormwater flowing further down to El Centro Avenue. Existing city records per NavigateLA, and per a Project Site visitation, indicate that there is one (1) existing 7-foot diameter storm drain in Vine St resides west of the Project. The storm drain on Vine Street is owned and maintained by the City of Los Angeles. This 84-inch (7-foot) main line in Vine Street flows in a southwesterly direction and discharges into Ballona Creek Reach 1.¹⁵ There are two (2) existing catch basins at the southwest corner of the Project Site, the intersection between Vine Street and Lexington Avenue (one on each respective street). Excess flows from Vine Street and along Lexington Avenue discharge towards these catch basins. The two catch basins connect to the 84-inch storm drain pipe along Vine Street through a 12-inch storm drain pipe, which ultimately flow south. These drains eventually discharge into Ballona Creek Reach 1. All the stormwater runoff from the Project Site, which is within Ballona Creek watershed, is discharged into Ballona Creek Reach 1 which makes its way to the Ballona Creek Estuary and ultimately into the Pacific Ocean. Ballona Creek Reach 1 is approximately 2 miles long, spanning from Cochran Avenue to National Boulevard and covering areas above National Boulevard. It includes the Los Angeles neighborhoods of West Hollywood and portions of other cities of Los Angeles County. There are no known existing storm drain deficiencies or capacity issues within the storm drains that collect runoff from the Project Site. There are no known existing storm drain deficiencies or capacity issues within the storm drains that collect runoff from the Project Site. As the Project will be reducing the stormwater runoff from the Site, no future stormwater-related conflicts are anticipated. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) No. 06037C1605F, dated September 26, 2008, the Project Site is located within Zone X outside of the 0.2% chance of flooding. Zone X depicts areas determined to be outside the 0.2% (500-year) annual chance floodplain. Therefore, the processing of a letter of map revision or conditional letter of map revision (LOMR/CLOMR) through FEMA will not be required for the Project. 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		
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¹⁴ Water Resources Technical Report, Fuscoe Engineering, October 25, 2022, page 21. Included as **Appendix D-2**.

¹⁵ NavigateLA, Stormwater layer: <http://navigatea.lacity.org/navigatea/>

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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. <u>Solid Waste:</u> The Project (at its originally proposed size of 153 units and 7,000 sf of commercial uses) would result in approximately 3,048 tons of construction and demolition waste, not accounting for any mandatory recycling.¹⁶ The modeling included the demolition of the existing building. Moreover, the current Project proposes fewer units and less commercial floor area. Accordingly, this analysis is highly conservative. Pursuant to the requirements of Senate Bill 1374¹⁷, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. Materials that could be recycled or salvaged include asphalt, glass, and concrete. Debris not recycled could be accepted at the unclassified landfill (Azusa Land Reclamation) within Los Angeles County and within the Class III landfills open to the City. Given the remaining permitted capacity the Azusa Land Reclamation facility, as well as the remaining capacity at the Class III landfills open to the City, the landfills serving the Project Site would have sufficient capacity to accommodate the Project's construction solid waste disposal needs. The Project (again, at its originally proposed unit count and commercial floor area) would generate a net total of approximately 348 tons per year of solid waste.¹⁸ This total does not take credit for removal of the existing uses. The estimated solid waste is conservative because the waste generation factors used do not account for recycling or other waste diversion measures such as compliance with Assembly Bill 341, which requires California commercial enterprises and public entities that generate 4 cubic yards or more per week of waste, and multi-family housing with five or more units, to adopt recycling practices. Likewise, the analysis does not include implementation of the City's Zero Waste Plan, which is expected to result in a reduction of landfill disposal Citywide with a goal of reaching a	
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¹⁶ U.S. Environmental Protection Agency, Report No. EPA530-R-09-002, Estimating 2003 Demolition and Materials Amounts, March 2009, Table 2-1, Table 2-2, Table 2-3, Table 2-4: <https://www.epa.gov/smm/estimating-2003-building-related-construction-and-demolition-materials-amounts>

¹⁷ <https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/sb1374>

¹⁸ Residential solid waste factor (City of Los Angeles CEQA Thresholds Guide, 2006, page M.3-2) is based on a rate of 12.23 pounds per household per day (or 2.23 tons per household per year). Non-residential yearly solid waste generation factors from City of Los Angeles Bureau of Sanitation, City Waste Characterization and Quantification Study, Table 4, July 2002.

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Citywide recycling rate of 90 percent by the year 2025, 95% by 2035, and zero waste by 2030.¹⁹ The estimated annual net increase in solid waste that would be generated by the Project represents approximately 0.0004 percent of the remaining capacity for the County's Class III landfills open to the City of Los Angeles.²⁰ Based on the above, the landfills that serve the Project Site have sufficient permitted capacity to accommodate the solid waste generated by the construction and operation of the Project. Therefore, no Project impacts related to solid waste would occur and the Project would be adequately served with respect to solid waste disposal by existing facilities. <u>Electricity:</u> Currently, LADWP is able to supply over 10,664 megawatts (MW) of generation capacity with the highest recorded peak being 6,502 MW. Peak demand is expected to grow to 5,718 MW in 2027-2028 (approximate Project buildout timeframe). Despite these growth projections, demand would still not exceed the existing capacity of 10,664 MW.²¹ Thus, there is adequate supply capacity to serve the Project, as it is projected that the Project (at its originally proposed size of 153 units and 7,000 sf of commercial uses) would consume a net increase of only approximately 867,687 kilowatt hours per year of electricity.²² 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. <u>Natural Gas:</u> Natural gas is provided to the Project Site by the Southern California Gas Company (SCG). Natural gas supply available to SCG from California sources averaged 69 million cubic feet per day (cf/day) in 2021.²³ SCG 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, SCG projection for natural gas demand also decreases. SCG storage fields have a combined		
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¹⁹ The recycLA program divides the City into 11 zones and designates a waste collection company for each zone. Source: LA Sanitation, recycLA, Your Plan, and City of Los Angeles, L.A.'s Green New Deal, Sustainable City pLAN 2019. <https://plan.lamayor.org/sites/default/files/pLAN2019final.pdf>, accessed August 2, 2021.

²⁰ $(348 \text{ tons per year} / 74.13 \text{ million tons per year}) \times 100 = \sim 0.0004\%$

²¹ LADWP, Strategic Long-Term Resource Plan, 2022, Appendix A, Table A-1, 2021 Load Forecast: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-integratedresourceplanning.jsessionid=Wm8mkmsSGT3nQk4RbGQt9LXWQNRInlspvgBLFHgYnVkbsBhzWF9BI-474202445?_afLoop=1035596126603754&_afWindowMode=0&_afWindowId=null#%40%3F_afWindowId%3Dnull%26_afLoop%3D1035596126603754%26_afWindowMode%3D0%26_adf.ctrl-state%3D1btjenin8l_4

²² Air Quality Technical Modeling, DKA Planning, October 2022. Included as an appendix.

²³ 2022 California Gas Report: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf

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theoretical storage working inventory capacity of 130 billion cubic feet. The Project (at its originally proposed size of 153 units and 7,000 sf of commercial uses) would consume an estimated 2,104 cubic feet (cf) of natural gas per year.²⁴ This is a conservative worse-case amount that does not take into account the current all-electric residential requirement (an exception is made for commercial kitchens). Natural gas services are provided in accordance with SoCalGas's policies and extension rules on file with the CPUC at the time contractual agreements are made. Natural gas is delivered to the Project Site through natural gas facilities underneath the adjacent public streets. Consistent with standard building practice, a detailed natural gas survey of the local infrastructure equipment would be completed prior to construction to ensure that the current infrastructure can adequately sustain the demand for the Project. Based on the Project's small fraction of total natural gas consumption for the region, ongoing SoCalGas long-range planning efforts to provide natural gas for this service region, and sufficient existing infrastructure, SoCalGas' existing and planned natural gas supplies and infrastructure would be sufficient to meet the Project's demand for natural gas. The Project would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. SCG 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. <u>Telecommunications:</u> In the Project Site area, existing telephone service is typically provided by AT&T, and existing cable television/internet is typically provided by Spectrum. The Project Site could be served by existing telecommunications facilities that are available in the Project Site 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.		
(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.	Consistent	
The Project Site is completely surrounded by urban uses. The Project Site contains two one-story commercial buildings with a total of 27,011 square feet of floor area. Both buildings are vacant.	X	

²⁴ Air Quality Technical Modeling, DKA Planning, October 2022. Included as an appendix. kBTU converted to cf.

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The Project Site has been subject to substantial disturbance associated with the original construction of the building and ongoing regular maintenance of the landscaping; in addition, all nearby surrounding areas are entirely developed with commercial and residential uses. As such, the Project Site does not exhibit potential to support endangered, rare, or threatened plant species. Furthermore, the Site does not provide potential habitat for endangered, rare, or threatened animal species. Some examples of the existing Site conditions that deter animals include complete absence of native habitats or vegetation, substantial vehicle traffic, artificial lighting, regular vegetation maintenance, domesticated and feral dogs and cats, and pest management. The California Natural Diversity Database (CNDDB) identifies the following special-status community terrestrial habitats as occurring within the USGS Hollywood quadrangle²⁵: California Walnut Woodland, Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest and Southern Sycamore Alder Riparian Woodland.²⁶ No such special status community terrestrial habitats are present on the Project Site and there is no potential for such habitats to occur. There are 3 onsite palm trees on the southwest corner of the parking lot. None of the trees constitute a protected tree or shrub.²⁷ There are a total of 9 street trees along the sidewalk (4 jacarandas on Vine Street and 5 pink trumpet trees on Lexington Avenue).²⁸ While efforts will be made to limit street tree removals to the greatest extent possible, it is possible that up to 9 trees could be removed in connection with the development of the Project. Any street tree removal will comply with the requirements and policies of the Urban Forestry Division, Bureau of Street Services, and may require approval by the Board of Public Works. The City may require a replacement ratio of 2:1. Therefore, the removal of 9 trees would require 18 replacement trees. Any street trees that are retained will be protected in place in compliance with all applicable City regulatory requirements. 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. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game		
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²⁵ US Geological Survey, Topographic Maps, Hollywood Quadrangle, 2022: <https://apps.nationalmap.gov/viewer/>

²⁶ California Department of Fish and Wildlife, BIOS Map: <https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data#43018410-cnddb-quickview-tool>

²⁷ LAMC Section 46.01: "PROTECTED TREE OR SHRUB" means any of the following Southern California indigenous tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub: Protected Trees: (a) Oak tree including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus berberidifolia*); (b) Southern California Black Walnut (*Juglans californica*); (c) Western Sycamore (*Platanus racemosa*); (d) California Bay (*Umeellularia californica*). Protected Shrubs: (a) Mexican Elderberry (*Sambucus mexicana*); (b) Toyon (*Heteromeles arbutifolia*). This definition shall not include any tree or shrub grown or held for sale by a licensed nursery, or trees or shrubs planted or grown as a part of a planting program.

²⁸ Protected Tree Report, JTL Consultants, May 25, 2023. Included as **Appendix E**.

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Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Pursuant to required regulatory compliance, and consistent with Mitigation Measures PMM BIO-1 through PMM BIO-4 included in SCAG's 2020-2045 RTP/SCS Final Program EIR, the Project would comply with these regulations of the CDFW²⁹ and USFWS.³⁰ No federally protected wetlands (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site.³¹ The nearest wetland habitat is the Hollywood Forever Cemetery Lake, which classified as Freshwater Pond and located approximately 2,900 feet southeast of the Project Site.³² No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.³³ Due to the highly urbanized nature of the Project Site and surrounding area, the lack of a major water body, and the lack of trees (only palms), the Project Site is not a habitat for native resident or migratory species or contain native nurseries. There are no City or County significant ecological areas on or around the Project Site.³⁴ There are no California Natural Community Conservation Plans (CNCCP) in the area. The only CNCCP in LA County is in the City of Rancho Palos Verdes.³⁵ There are no Habitat Conservation Plans near the Site.³⁶ Thus, there exists no value for the Project Site as habitat for endangered, rare, or threatened species. Further, the Project Site is not located in an approved local, regional, or state habitat conservation plan. 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.		
(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.	Consistent	Yes No

²⁹ <http://www.leginfo.ca.gov/html/fgctableofcontents.html>

³⁰ <https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php>, accessed July 20, 2023.

³¹ USFWS, National Wetlands Inventory, Wetlands Mapper, website: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed July 20, 2023.

³² USFWS, National Wetlands Inventory, Wetlands Layer: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed October 12, 2022.

³³ USFWS, National Wetlands Inventory, Wetlands Mapper, website: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed July 20, 2023.

³⁴ Navigate LA, Significant Ecological Areas layer: <http://navigatela.lacity.org/navigatela/>, accessed July 20, 2023.

³⁵ California Natural Community Conservation Plans, April 2019, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed July 20, 2023.

³⁶ USFWS, Habitat Conservation Plans: <https://ecos.fws.gov/ecp0/conservationPlan/region/summary?region=8&type=HCP>, accessed July 20, 2023.

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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 now 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. According to EnviroStor, there are no cleanup sites, permitted sites, or SLICS (Spills, Leaks, Investigation, and Cleanup) on the Project Site.³⁷ According to GeoTracker, there are no other cleanup sites, land disposal sites, military sites WDR sites, permitted UST (Underground Storage Tanks) facilities, monitoring wells, or California Department of Toxic Substance Control (DTSC) cleanup sites or hazardous materials permits on the Project Site.³⁸ The Project Site has not been identified as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit.³⁹ There are no active Cease and Desist Orders or Cleanup and Abatement Orders from the California Water Resources Control Board associated with the Project Site.⁴⁰ The Project Site is not subject to corrective action pursuant to the Health and Safety Code, as it has not been identified as a hazardous waste facility.⁴¹ Therefore, the Project Site is not included on any list compiled pursuant to Government Code Section 65962.5, and 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.	X	
		Consistent

³⁷ California Department of Toxic Substance Control, EnviroStor, website: <http://www.envirostor.dtsc.ca.gov/public/>.

³⁸ California State Water Resources Control Board, GeoTracker, website: <http://geotracker.waterboards.ca.gov/map>.

³⁹ California Environmental Protection Agency, Cortese List Data Resources, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, website: <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf>

⁴⁰ California Environmental Protection Agency, Cortese List Data Resources, List of "Active" CDO and CAO from Water Board, website: <http://www.calepa.ca.gov/sitecleanup/corteselist/>.

⁴¹ California Environmental Protection Agency, Cortese List Data Resources, Cortese List: Section 65962.5(a), website: <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>

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(4) The site of the Transit Priority Project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity. (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. (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.	Yes	No
A <u>Preliminary Endangerment Assessment Equivalent Report (PEA)</u> was prepared by Ramboll, dated August 22, 2023 and included as Appendix F to this SCPE. The PEA includes Ramboll's 2021 Phase I Environmental Site Assessment (ESA) and Subsurface Investigation Report (2021 Report) as Appendix B, which as summarized in the PEA, identified historical uses that warranted subsurface testing at the site. The 2021 Report reported the results of an investigation at the site to evaluate subsurface conditions near historical site uses (Areas of Concern) and identified low level impacts at the site including total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs) and metals in soil and VOCs in soil vapor. Groundwater was not encountered during Ramboll's investigation. Based on the proposed redevelopment plan for the site, which includes commercial use on the ground level with residential uses at the second level and above, analytical results were compared to commercial land use screening levels for the 2021 Report. Although TPH, VOCs and metal compounds were reported in soil, all concentrations are below their commercial land use screening levels and/or regional background concentration. It does not appear that the historical features and operations significantly impacted the site, and it is unlikely that groundwater has been impacted by historical features and operations at the site. In soil vapor, tetrachloroethene (PCE) exceeded its commercial screening level of 0.067 µg/l (using a default attenuation factor (AF) of 0.03) in the northern and western portions of the site at depths of approximately 5 and 15 feet below ground surface (bgs). However, PCE concentrations were not reported above its commercial screening level of 0.067 µg/L at locations beneath the site's existing 1212 Vine Building, in the eastern/southeastern portion of the site. In general, where PCE was reported in soil vapor, concentrations increased with depth from 5 feet bgs to 15 feet bgs, the maximum depth analyzed. Based on the 2021 Report's detection of concentrations in soil vapor above default screening levels using a 0.03 AF, a vapor intrusion risk evaluation (VIRE) was completed by Ramboll to evaluate site-specific exposures and risk as part of the PEA. The VIRE follows the methodology and guidance presented by CalEPA and USEPA. The refined VIRE performed by Ramboll included site-specific and project-specific assumptions, including the Project's inclusion of commercial uses on the first floor, above	X	

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subterranean parking levels, and residential uses starting on the second floor. The VIRE also included a number of highly conservative assumptions, including an assumption that the chemical source emitting the vapor has infinite mass and is not subject to other attenuation processes that typically reduce vapor migration, use of default commercial building parameters with limited ground-level airflow instead of a custom parameter reflecting the Project's extensive ground-level parking areas that contribute to higher airflow, and use of default lower ground-floor ceiling heights in lieu of the Project's taller ground-floor ceiling heights that would contribute to greater attenuation of soil vapor. Under these conservative assumptions, the refined site-specific VIRE performed for the PEA concluded that the estimated cumulative cancer risks at the site were below the lower end of the target cancer risk range of 1×10^{-6} to 1×10^{-4} and the estimated cumulative non-cancer Hazard Indices (HI) were below the target non-cancer HI of greater than one. Based on this analysis, no additional mitigation measures, such as vapor barriers, would be needed to address the identified subsurface vapor impacts, as no human health risks would occur at the site in connection with the development of the Project. Notwithstanding, as part of redevelopment activities, Ramboll recommends implementation of a soil management plan. This soil management plan will be implemented in compliance with applicable regulatory process and requirements of SCAQMD Rule 1166. Pursuant to this regulatory compliance, which is consistent with the soil management protocols included in Mitigation Measure PMM HAZ-4 included in SCAG's 2020-2045 RTP/SCS Final Program EIR, the Project will not result in the potential for exposure of future occupants to significant health hazards. As such, the Project is consistent with these criteria.		
(5) The Transit Priority Project does not have a significant effect on historical resources pursuant to Section 21084.1.	Consistent	
The Site is not subject to a Historic Preservation Review,⁴² not listed in HistoricPlacesLA,⁴³ and not listed in SurveyLA.⁴⁴ As such, the Project would not have a significant effect on historical resources pursuant to Section 21084.1. As such, the Project is consistent with this criterion.	X	
(6) The Transit Priority Project site is not subject to any of the following:	Consistent	
(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.	Yes	No
The Project Site is located in a highly urbanized area and is fully developed with a building.	X	

⁴² <http://zimas.lacity.org>, accessed July 20, 2023.

⁴³ The Los Angeles Historic Resources Inventory website, HistoricPlacesLA.org, is managed and maintained by the Los Angeles Office of Historic Resources (OHR). It includes properties designated as Los Angeles Historic-Cultural Monuments (HCM) or located within designated Historic Preservation Overlay Zones (HPOZ). <http://historicplacesla.org/map>, accessed July 20, 2023.

⁴⁴ The findings of SurveyLA, the citywide historic resource survey of Los Angeles, are also included in HistoricPlacesLA.org as well as individual survey reports for each Community Plan Area (CPA). SurveyLA, Hollywood: <https://planning.lacity.org/preservation-design/survey-la-results-hollywood>, accessed July 20, 2023.

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The Project Site is in an urbanized area completely surrounded by development. The Project Site is not located in a Very High Fire Hazard Severity Zone⁴⁵ or in the wildlands fire hazard Mountain Fire District.⁴⁶ Thus, the Project Site is not subject to a wildland fire hazard. As such, the Project meets this criterion		
(b) An unusually high risk of fire or explosion from materials stored or used on nearby properties.	Consistent	
The Project Site is surrounded by a mix of residential, office, and commercial uses. There are no 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.	X	
(c) Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.	Consistent	
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. Additionally, the Project Site is not located within the City's Methane or Methane Buffer Zones. Based on the vapor intrusion risk evaluation discussed above under Criterion (4)(b), no additional mitigation measures, such as vapor barriers, would be needed to address the identified subsurface vapor impacts, as no human health risks would occur at the site in connection with the development of the Project. Notwithstanding, as part of redevelopment activities, Ramboll recommends implementation of a soil management plan. This soil management plan will be implemented in compliance with applicable regulatory process and requirements of SCAQMD Rule 1166. Pursuant to this regulatory compliance, which is consistent with the soil management protocols included in Mitigation Measure PMM HAZ-4 included in SCAG's 2020-2045 RTP/SCS Final Program EIR, the Project will not result in the potential for exposure of future occupants to significant health hazards. The Site is <u>not</u> within the limits of the LA City oil field.⁴⁷ The closest mapped oil well is the Salt Lake Oil Field approximately 3,300 feet south of the Site.⁴⁸ According to a review of the California Department of Geological Energy Management (CalGEM) map, the nearest oil well is identified as API 0403720765, and located approximately 725 feet northeast of the Site at 6220 Afton Place.⁴⁹ In addition, while not legally required under Public Resources Code Section 21155.1, an <u>Air Quality Report</u> and <u>Noise Report</u> were prepared by DKA Planning in October 2022, and are	X	

⁴⁵ ZIMAS search: <http://zimas.lacity.org/>.

⁴⁶ Los Angeles Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed July 20, 2023.

⁴⁷ Geotechnical, Oil/Gas Fields layer, <https://navigatela.lacity.org/navigatela/>, accessed September 12, 2023.

⁴⁸ California Department of Conservation Wellfinder map: <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.35524/34.02773/14>, accessed September 12, 2023.

⁴⁹ California Department of Conservation Wellfinder map: <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.36887/34.16208/15>, accessed September 12, 2023.

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included as Appendix G and Appendix H, respectively, for informational purposes. These reports demonstrate that the Project would have less than significant noise and air quality impacts. Implementation of all applicable measures pertaining to compliance with relevant air quality and noise standards, including measures included under Mitigation Measures PMM AQ-1 and PMM NOISE-1 included in SCAG's 2020-2045 RTP/SCS Final Program EIR, would not exceed the air quality or noise standards established by any state or federal agency, and would reduce the Project's already less than significant noise and air quality impacts. As such, the Project meets this criterion.		
(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.	Consistent	
	Yes	No
PRC Section 2622 requires the State Geologist to delineate earthquake fault zones and to continue to revise and delineate additional earthquake fault zones when warranted by new information. PRC Section 2696 requires the State Geologist to compile maps identifying seismic hazard zones. According to the California Department of Conservation, the Project Site is not within an earthquake fault zone.⁵⁰ Further, the State of California Seismic Hazard Zone Map for the Hollywood Quadrangle indicates that the Site is not located within an area identified as having a potential for liquefaction. Also, according to ZIMAS and the Los Angeles Safety Element, the Site is not located within an area identified as having a potential for liquefaction. As a conservative measure, the <u>Geotechnical Engineering Investigation</u> conducted a site-specific liquefaction analysis. The site-specific liquefaction analysis, indicates that the site soils would not be prone to liquefaction during the ground motion expected during the design-based seismic event.⁵¹ The Project will comply with design criteria provided in the <u>Geotechnical Engineering Investigation</u>, Geotechnologies, December 9, 2021 (included as Appendix I-1) including the Uniform Building Code Section 1804.5 (Liquefaction Potential and Soil Strength Loss). The Project will be completed in accordance with the provisions of the most current applicable building code and requirements of the LADBS. The <u>Geotechnical Engineering Investigation</u> was reviewed and approved by LADBS on July 29, 2022 (included as Appendix I-2).⁵² As such, the Project meets this criterion.	X	
(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.		

⁵⁰ California Department of Conservation: <https://maps.conservation.ca.gov/cgs/EQZApp/>, accessed July 20, 2023.

⁵¹ Geotechnical Engineering Investigation, Geotechnologies, Inc., December 9, 2021.

⁵² Approval Letter, Los Angeles Department of Building and Safety, July 29, 2022.

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According to the California Department of Conservation, the Project Site is not within a landslide zone.⁵³ According to the Federal According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) No. 06037C1605F, dated September 26, 2008, the Project Site is located within Zone X with 0.2% chance of flooding.⁵⁴ Therefore, the processing of a letter of map revision or conditional letter of map revision (LOMR/CLOMR) through FEMA will not be required for the Project. 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.	X	
(7) The Transit Priority Project site is not located on developed open space. (A) For the purposes of this paragraph, “developed open space” means land that meets all of the following criteria: (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.	Consistent	
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 buildings and does not contain any recreational facilities. The Project 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.	X	
(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.	Consistent	
The Project will comply with all applicable City water conservation regulations of the Los Angeles Green Building Code for residential mandatory measures per LAMC Section 99.04.303 (Indoor Water Use) and Section 99.04.305 (Outdoor Water Use) and for nonresidential mandatory measures per LAMC Section 99.05.303 (Indoor Water Use) and Section 99.05.305 (Outdoor Water Use).	X	

⁵³ California Department of Conservation: <https://maps.conservation.ca.gov/cgs/EQZApp/>, accessed July 20, 2023.

⁵⁴ FEMA, Flood Insurance Rate Maps: <https://msc.fema.gov/portal/search?AddressQuery=1200%20vine%20street%2C%20los%20angeles> Maps:

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The Project utilizes the Title 24-2022 Part 6 Whole Building Performance Approach to show compliance with the energy efficiency requirement. For residential and mixed-use, residential/commercial buildings, the baseline is the average regional water use in Gallons Per Capita Per Day of 127 gallons as indicated in the Metropolitan Water District (MWD) “One Water” Annual Report to the California State Legislature, Covering Fiscal Year 20/21. According to the <u>Energy & Water Efficiency Compliance Memo</u>, prepared by ZCS Sustainability, dated October 18, 2022 (included in Appendix J), the Project is designed to be 23.4% more energy efficient than required and use 68.8% less water usage than the MWD baseline. As required by the City of Los Angeles, the Project will be an all-electric building, with an exception allowed for commercial kitchens, thereby minimizing carbon dioxide (CO2) emissions resulting from on-site fossil fuel usage. Moreover, LADWP’s goal is to reach 100% renewable energy by 2035, and, per State regulations, all California’s electricity generation must be entirely renewable / zero-carbon electricity by 2045. This will effectively eradicate all CO2 emissions from the Project. It’s important to note that natural gas is not a renewable energy source because it releases greenhouse gases. As such, the Project meets this criterion.		
PRC § 21155.1(b). The Transit Priority Project meets all of the following land use criteria:		
(1) The site of the Transit Priority Project is not more than eight acres in total area.	Consistent	
	Yes	No
The Project Site is approximately 0.936 acres. Thus, the Project Site is less than eight acres in size. As such, the Project meets his criterion.	X	
(2) The Transit Priority Project does not contain more than 200 residential units.	Consistent	
	Yes	No
The Project proposes 151 residential units. Thus, the Project would not include more than 200 residential units. As such, the Project meets this criterion.	X	
(3) The Transit Priority Project does not result in any net loss in the number of affordable housing units within the project area.	Consistent	
	Yes	No
The Project Site is currently developed with two commercial buildings that are vacant and does not contain any residential development. Of the 151 dwelling units included as part of the Project, 16 percent of the base density (17 units) would be set aside for Very Low Income (VLI) households. 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.	X	
Consistent		

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(4) The Transit Priority Project does not include any single level building that exceeds 75,000 square feet.	Yes	No
The Project building would be 7 stories and contain 138,765 square feet of floor area (not including parking square footage). Thus, the Project does not include any single-level building that exceeds 75,000 square feet. As such, the Project meets this criterion.	X	
(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.	Consistent	
	Yes	No
There are no prior EIRs or other environmental documents prepared specifically for the Project Site. The most relevant prior EIR is SCAG's 2020-2045 RTP/SCS Program EIR, which includes a Mitigation Monitoring and Reporting Program (SCAG MMRP). The SCAG MMRP contains mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the agency has identified that a project has the potential for significant effects.⁵⁵ While the SCAG MMRP mitigation measures should only be applied to projects that have the potential for significant effects, a discussion of applicability of these measures is contained in Appendix K of this SCPE. As described therein, many of the mitigation measures identified by SCAG would not apply to the Project and, therefore, would not be incorporated. In addition, as described in Appendix K, the Project will already substantially comply with a number of the MMRP's mitigation measures through its required compliance with various State, regional, and local regulatory requirements. As such, the Project meets this criterion.	X	
(6) The Transit Priority Project is determined not to conflict with nearby operating industrial uses.	Consistent	
	Yes	No
The Project Site is not located within proximity to any operating industrial uses. Thus, the Project would not conflict with nearby operating industrial uses. As such, the Project meets this criterion.	X	
(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.	Consistent	
	Yes	No
As stated previously and as shown on Exhibits 3.7 and 3.8 in Appendix B of this SCPE, the Project Site is in an area identified as a TPA and an HQTAs by SCAG. HQTAs are areas within one-half mile of a high quality transit corridor, which is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.⁵⁶ Due to the fact that Metro bus lines 4 and 210, traveling along Santa Monica Boulevard and Vine Street, respectively, each have peak period service intervals of less than 15 minutes,	X	

⁵⁵ SCAG, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy PEIR, adopted September 2020, Exhibit A Mitigation Monitoring and Reporting Program.

⁵⁶ SCAG, Connect SoCal, Active Transportation Technical Report, page 26: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_active-transportation.pdf?1606001530, accessed July 20, 2023.

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both of these streets qualify as high quality transit corridors. As Vine Street abuts the Site to the west, and Santa Monica Boulevard is located approximately 680 feet south of the Site, the Project is located within one-quarter mile of two high quality transit corridors. As such, the Project meets this criterion.		
PRC 21155.1(c). The Transit Priority Project meets at least one of the following three criteria:		
(1) The Transit Priority Project meets both of the following: (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. (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.	Consistent	
	Yes	No
Of the 151 dwelling units included as part of the Project, 16 percent of the base density units (17 units) would be set aside for Very Low Income (VLI) households. The Project operator would enter into a housing regulatory agreement with the Los Angeles Housing Department (LAHD) to memorialize this requirement and make it binding on any successors or assigns for the regulatory period. As such, the Project meets this criterion.	X	
(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).	Consistent	
	Yes	No
As discussed above, the Project meets criterion (1)(a). As such, the Project meets the requirements of PRC 21155.1(c).	X	
(3) The Transit Priority Project provides public open space equal to or greater than five acres per 1,000 residents of the project.	Consistent	
	Yes	No
As discussed above, the Project meets criterion (1)(a). As such, the Project meets the requirements of PRC 21155.1(c).	X	