

3 SCEA CRITERIA AND TRANSIT PRIORITY PROJECT CONSISTENCY ANALYSIS

3.1 PROJECT CONSISTENCY WITH THE TRANSIT PRIORITY PROJECT CRITERIA

As discussed in Section 1 (Introduction), a Sustainable Communities Environmental Assessment (SCEA) may be prepared for a project that (a) is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy (see California Public Resources Code Section 21155(a) and (b) is a “transit priority project” [TPP] [as defined in California Public Resources Code Section 21155(b))]. As further described below, the Project meets these criteria and thus, is eligible for certain CEQA streamlining benefits by way of preparing a SCEA for purposes of clearance under the California Environmental Quality Act (CEQA).

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the California Air Resources Board (CARB) has accepted a metropolitan planning organization’s determination that the sustainable communities strategy or the alternative planning strategy would, if implemented achieve the greenhouse gas (GHG) emissions reduction targets established by CARB;
2. Is a TPP in that the project meets the following criteria:
 - a. Contains 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;
 - b. Provides a minimum net density of at least 20 units per acre; and
 - c. Is located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan/sustainable communities strategy (RTP/SCS).

Consistency with Criterion #1 – The Project is consistent with the general use designation, density, and building intensity and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy.

The Southern California Association of Government's (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) includes strategies for accommodating projected population, household and employment growth in the SCAG region by 2045 as well as a transportation investment strategy for the region. These land use strategies are directly tied to supporting related GHG emissions reductions through increasing transportation choices with a reduced dependence on automobiles and an increase growth in walkable, mixed-use communities and High Quality Transit Areas (HQTAs). The strategies encourage growth near destinations and mobility options, promote diverse housing choices, leverage technology innovations, support implementation of sustainability policies, and promote 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, TPAs, HQTAs, Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence. These PGAs account for only 4 percent of region's total land area, but implementation of SCAG's growth strategies will help these areas accommodate an estimated 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2020 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 Job Centers, the length of vehicle trips for residents can be reduced.
- **TPAs:** Areas within one-half mile of a major transit stop that is existing or planned. According to the 2020-2045 RTP/SCS, focusing regional growth in areas with planned or existing transit stops is key to achieving equity, economic, and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports strategies outlined in the 2020-2045 RTP/SCS for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation.
- **HQTAs:** Areas within one-half mile from major transit stops and high quality transit corridors. New developments should be context-sensitive, responding to the

existing physical conditions of the surrounding area. Sensitively designed Transit Oriented Developments (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 3.10, which are included in this SCEA as Figures 3-1 through 3-7. As shown on the figures, the Project Site is located near a Job Center; within the boundaries of a TPA, an HQT, and a NMA; and along a Livable Corridor. (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 362 multi-family housing units (including 41 affordable units) and neighborhood-serving restaurant uses on an infill site near transit and sources of employment, shopping, and entertainment, leveraging existing density and infrastructure and reducing the length of vehicle trips for residents and employees.

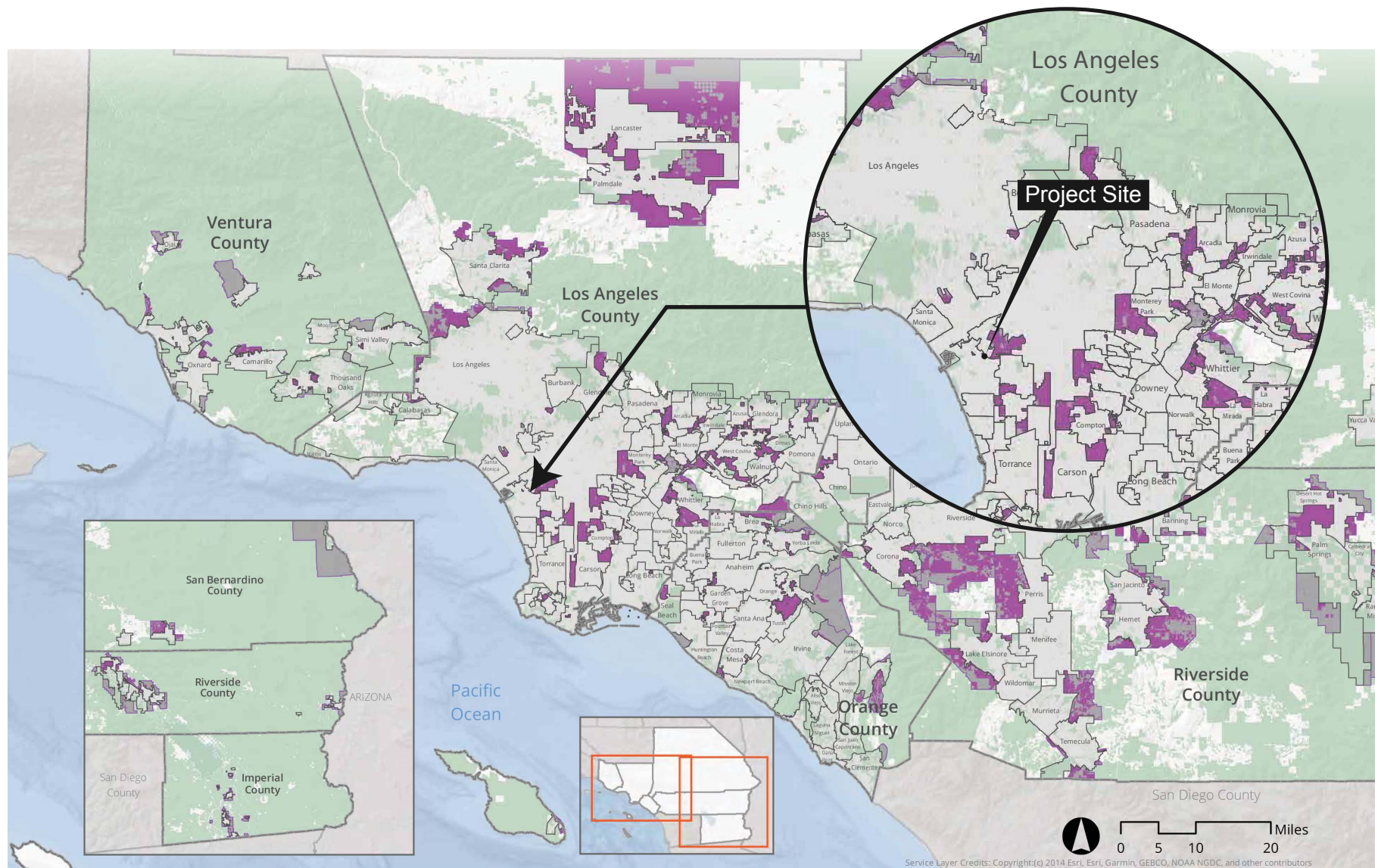
Priority Growth Areas vs. Regional Growth Constraints

- Job Center Neighborhood Mobility Areas
 High Quality Transit Area Regional Growth Constraints

Source: CalBRACE, California Department of Conservation, CPAD, CCED, County Transportation Commissions, NOAA Coastal Services Center, SCAG, 2019

Note: SCAG used locally informed data elements to determine Regional Growth Constraints such as Tribal lands, Conserved Land and others. See the Sustainable Communities Strategy Technical Report for more details.

Figure 3-1
Priority Growth Areas & Growth Constraints

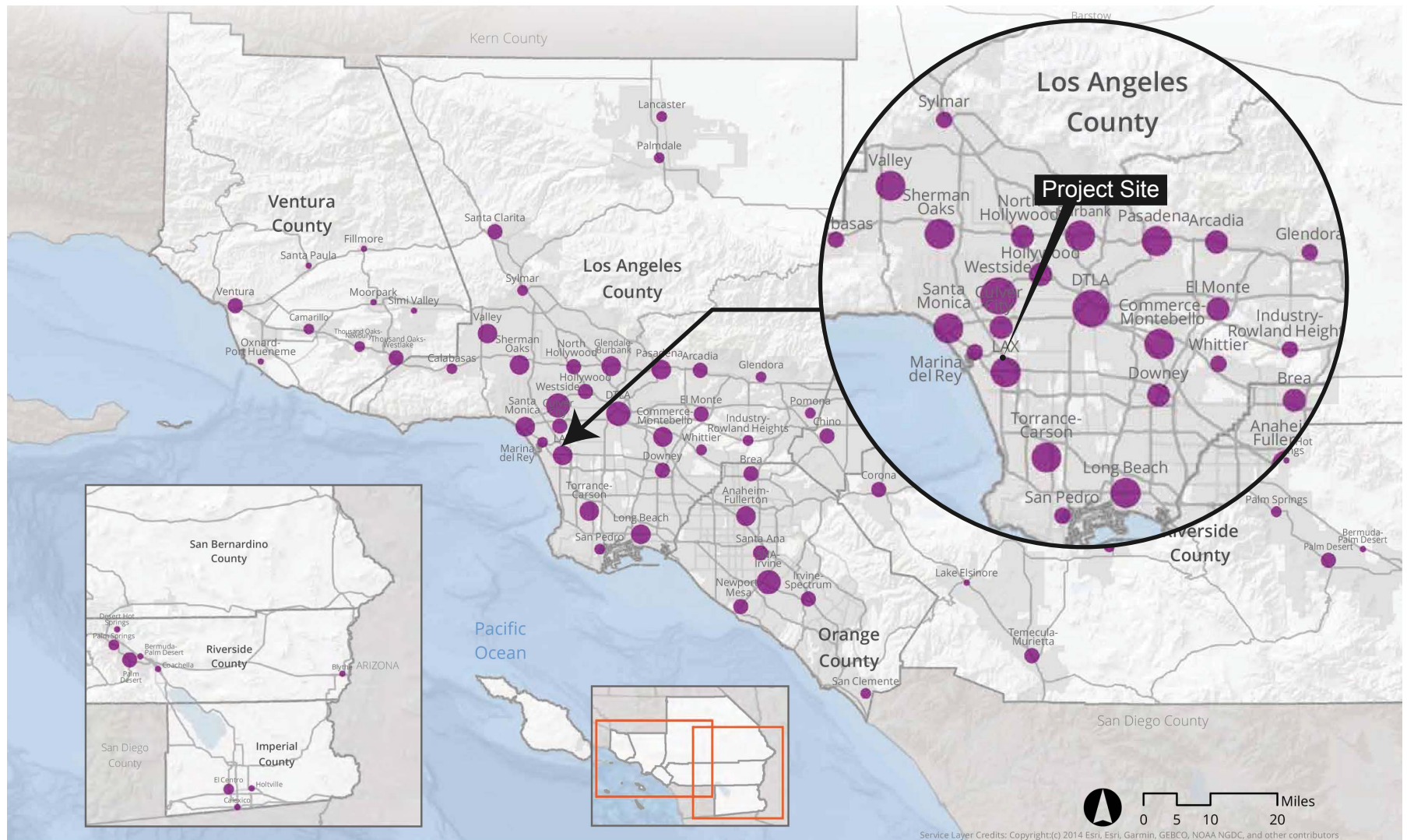


County Boundaries
 Sphere of Influence
 City Boundaries
 Regional Growth Constraints

Source: Counties and local jurisdictions LAFCO in SCAG region, 2018

Note: SCAG used locally informed data elements to determine Regional Growth Constraints such as Tribal lands, Conserved Land and others. See the Sustainable Communities Strategy Technical Report for more details.

Figure 3-2
Priority Growth Areas - Spheres of Influence



SCAG Region Proposed 2020 RTP/SCS Job Centers (Total Employment)

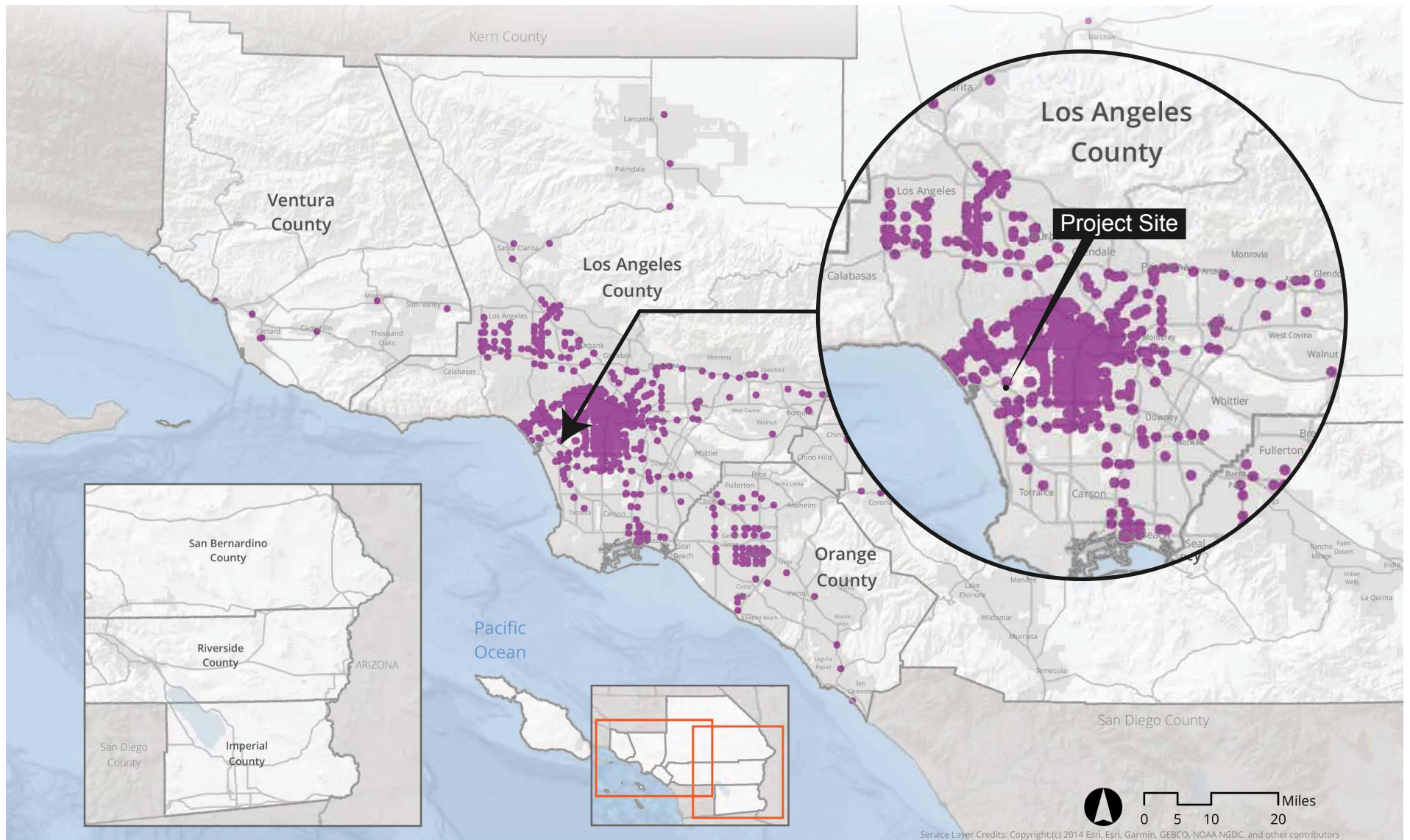
- Less than 10,001 (17)
- 10,001 - 25,000 (22)
- 25,001 - 50,000 (19)
- 50,001 - 150,000 (11)
- More than 150,000 (3)

Source: SCAG, 2019

Notes:

- (1) Centers are areas with denser employment than their surroundings.
- (2) Dots represent the total employment in each center, not center boundaries.
- (3) Names are intended to be illustrative and may not reflect all the jurisdictions in which a center fully lies.

Figure 3-3
Priority Growth Area - Job Centers



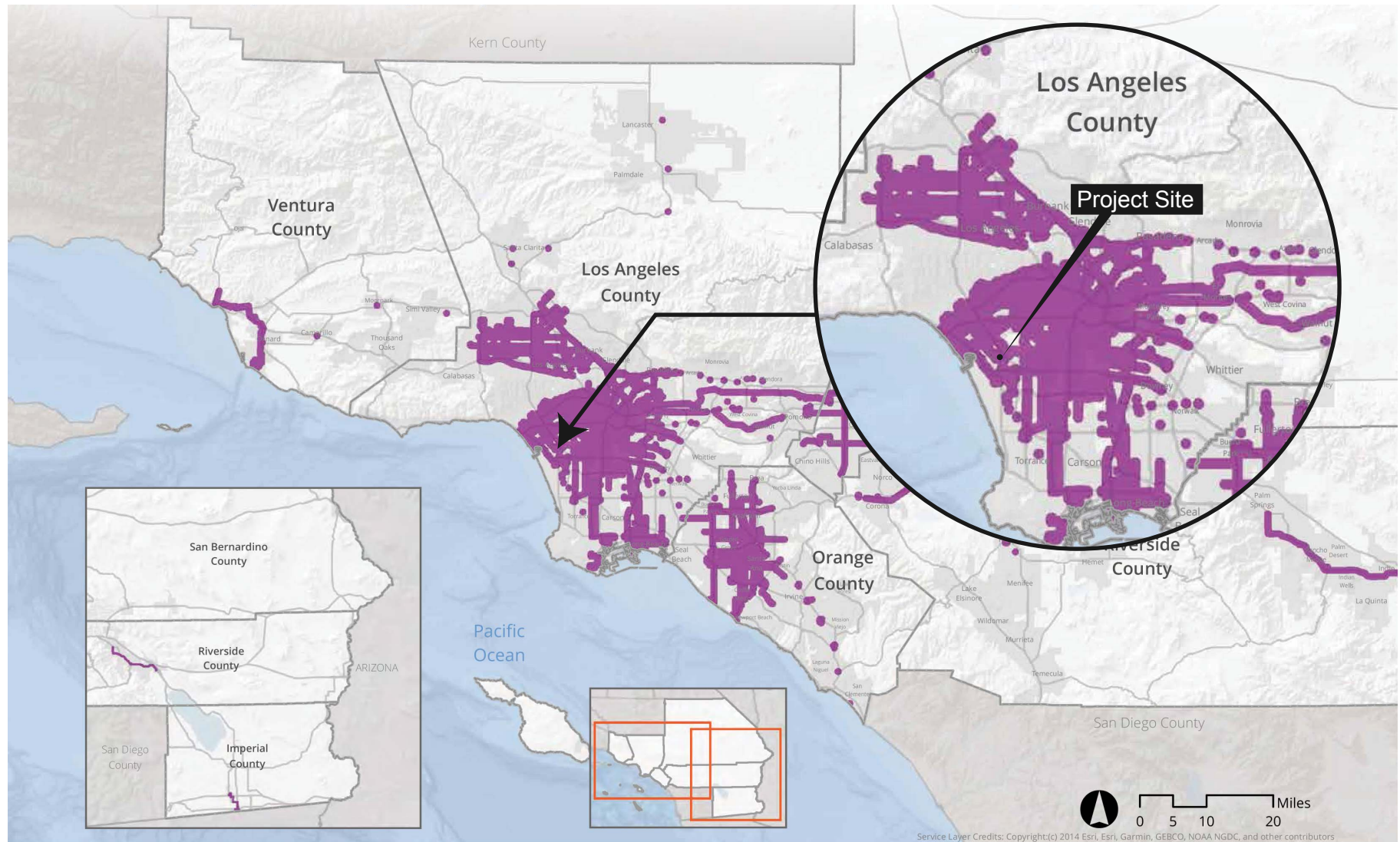
Transit Priority Areas (2045)

■ TPA

Source: County Transportation Commissions, SCAG, 2019

Note: Transit priority area (TPA) refers to an area within one-half mile of a major transit stop that is existing or planned. SCAG identifies major transit stops and transit priority areas using the methodology described in the Transit Technical Report. Major transit stops are extracted from 2045 plan year data of Connect SoCal.

Figure 3-4
Priority Growth Area - Transit Priority Areas



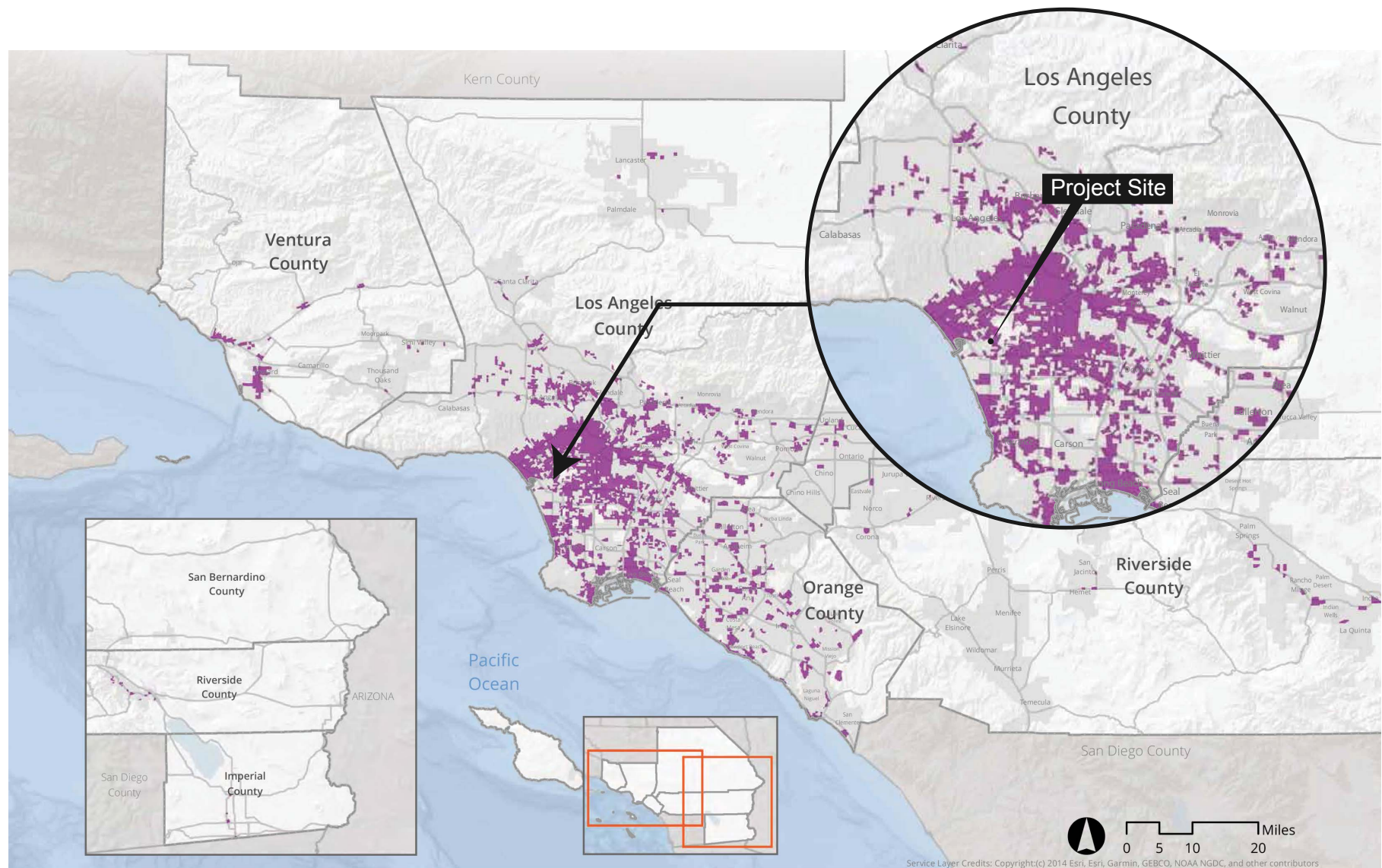
High Quality Transit Areas (2045)

■ HQTAs

Source: County Transportation Commissions, SCAG, 2019

Note: SCAG's High Quality Transit Area (HQTAs) is within one-half mile from major transit stops and high quality transit corridors (HQTAs). SCAG identifies major transit stops and HQTAs using the methodology described in the Transit Technical Report. Major transit stops and HQTAs are extracted from 2045 plan year data of Connect SoCal.

Figure 3-5
Priority Growth Area - High Quality Transit Areas



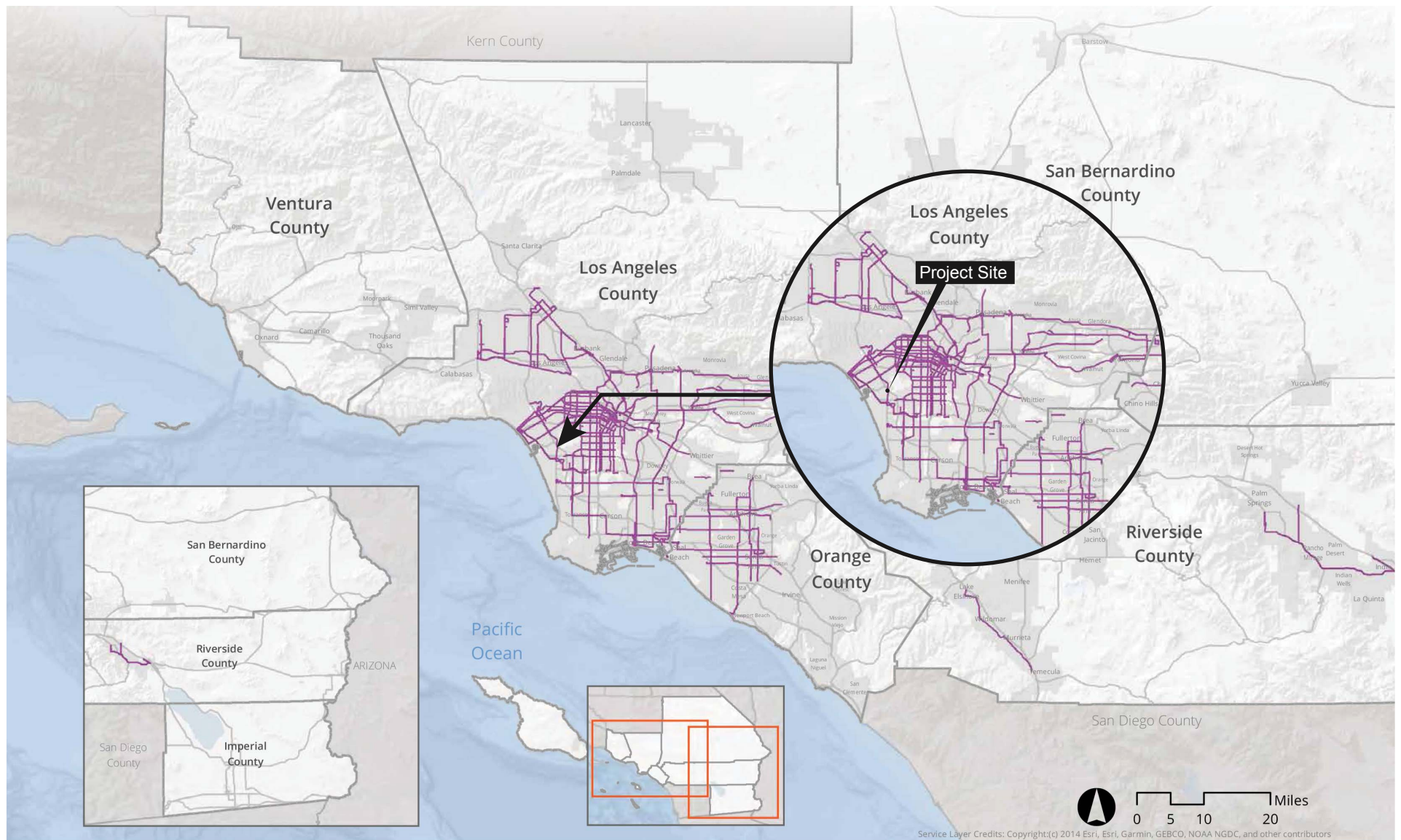
Neighborhood Mobility Areas (NMA)

■ NMA

Source: SCAG, 2019

Note: Neighborhood Mobility Areas (NMA) were identified by analyzing and assigning z-scores four measures at the Tier 2 TAZ level, and subsequently summing the z-scores. TAZs that scored at the 80th percentile or higher for the composite score were considered NMAs.

Figure 3-6
Priority Growth Area - Neighborhood Mobility Areas



Livable Corridors

— Livable Corridors

Source: SCAG 2019

Figure 3-7
Priority Growth Area - Livable Corridors

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 would be able to walk and bike to work and to shop. In addition, the Project Site's location near robust transit opportunities (Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6) 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 while providing additional housing options for future residents and providing employment opportunities.

Consistent with the 2020-2045 RTP/SCS's general use designation, density, and building intensity for NMAs and Livable Corridors, the Project would develop new multi-family residential uses in a destination-rich area with robust residential to non-residential land use connections and high roadway intersection densities. The Project would increase density at a node along the Sepulveda Boulevard corridor. The Project would also encourage "walkability" by locating new housing near existing retail, transit, and employment and improving pedestrian sidewalks around the Project Site frontages, allowing better access to the surrounding area. Further, the Project would include 181 long-term bicycle parking stalls and 33 short-term bicycle parking stalls, which would encourage bicycling as a form of exercise and transportation.

This type of transit-oriented residential 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.

The Project is Consistent with Applicable RTP/SCS Policies Specified for the Project Area.

As discussed below on Table 3-1, the Project would be consistent with applicable goals, policies, and benefits of SCAG's 2020-2045 RTP/SCS.

Table 3-1
Consistency with the 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
Goal 1 Encourage regional economic prosperity and global competitiveness.	Not Applicable/Consistent. This goal is directed towards SCAG and the City and does not apply to the Project. However, the Project would construct housing near sources of employment and shopping in an existing urban area, supporting the regional economic prosperity and global competitiveness of Southern California.
Goal 2 Improve mobility, accessibility, reliability, and travel safety for people and goods.	<p>Consistent. The Project Site is located in a highly urbanized area of the City, along the Sepulveda Boulevard corridor, which is developed with sources of employment, shopping, and entertainment. The Project Site area is served by multiple bus lines, including Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6. The Project Site is also located within HQTAs as defined by SCAG (refer to Figure 3-5) and a TPA as defined by SB 743, each of which support transit opportunities and promote a walkable environment.</p> <p>The Project is an infill development that includes demolition and removal of approximately 24,000 square feet of commercial uses and surface parking, preservation of Dinah's restaurant use with removal of approximately 587 square feet of the building, and development of the Project Site with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant fronting Sepulveda Boulevard. Forty-one of the</p>

Table 3-1
Consistency with the 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
	<p>multi-family residential units would be restricted to Very Low Income households. Additionally, the Project would include a total of 214 bicycle parking spaces (181 long-term spaces and 33 short-term spaces), which would support cycling as a form of transportation.</p> <p>The Project would allow for accessible and reliable modes of travel for the Project residents as an inherent aspect of the Project Site's proximity to sources of transit and the Project's inclusion of bicycle parking spaces. The Project would ensure safe travel at and near the Project Site by improving the public sidewalks adjacent to Project Site and ensuring safe vehicular and pedestrian access. In addition, the Project would include lighting of pedestrian pathways adjacent to the Project Site to allow for safe travel. Furthermore, the Project would be subject to the site plan review requirements of the City and would be required to coordinate with the Department of Building and Safety and the Los Angeles Fire Department to ensure that all access points, driveways, and parking areas would not create a design hazard to local roadways. Therefore, the Project would allow for mobility, accessibility, reliability, and travel safety for people and goods.</p>
<p>Goal 3 Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p>Not Applicable. This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.</p>
<p>Goal 4 Increase person and goods movement and travel choices within the transportation system.</p>	<p>Consistent. The Project would construct housing units in a walkable urban neighborhood near existing sources of employment and shopping. The Project would include 181 long-term bicycle</p>

Table 3-1
Consistency with the 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
	parking spaces and 33 short-term parking spaces. The Project Site is in close proximity to robust transit, including Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6. Thus, the Project would increase personal mobility and provide increased travel choices to residents.
Goal 5 Reduce greenhouse gas emissions and improve air quality.	Consistent. The Project is an infill development that includes demolition and removal of approximately 24,000 square feet of commercial uses and surface parking, preservation of Dinah's restaurant use with removal of approximately 587 square feet of the building, and development of the Project Site with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant fronting Sepulveda Boulevard. The Project would include a total of 214 bicycle parking spaces (181 long-term spaces and 33 short-term spaces), which would support cycling as a form of transportation. By siting housing in a transit- and jobs-rich area, the Project would thereby contribute to an overall reduction in VMT and associated GHG emissions.
Goal 6 Support healthy and equitable communities.	Consistent. The Project would construct housing units near sources of employment shopping, and entertainment. Of the 362 proposed dwelling units, 41 of the units would be Very Low Income housing units. The Project would include 181 long-term bicycle parking spaces and 33 short-term parking spaces. The Project Site is in close proximity to robust transit, including Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6. Given the urban nature of the Project Site area, Project residents would be able to

Table 3-1
Consistency with the 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
	walk and bike to work and to shop. By developing new affordable housing and facilitating alternatives to driving, the Project would support healthy and equitable communities.
Goal 7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. The Project includes development of residential units and restaurant uses on an infill site in an urbanized area of the City that is near several sources of transit. Also, the Project includes pedestrian improvements and 214 bicycle parking spaces. This type of transit-oriented residential project helps to reduce dependence on automobile travel and to reduce mobile-source GHG emissions.
Goal 8 Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Not Applicable. This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
Goal 9 Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent. The Project includes development of the Project Site with a mixed-use building with 362 dwelling units, 41 of which would be restricted to Very Low Income Households. The unit types would consist of 126 studios, 110 one-bedrooms, and 126 two-bedrooms. Also, the Project includes a total of 214 bicycle parking spaces, which would support cycling as a form of transportation. The Project Site area is served by Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6. Thus, the Project would provide a variety of housing typologies, with bicycle parking, near transit lines.
Goal 10 Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent. The Project is an infill development that would not affect any natural or agricultural lands or restoration of habitats.

Table 3-1
Consistency with the 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
Guiding Principle 1 Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 2 Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 3 Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing and implementing growth strategies.
Guiding Principle 4 Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 5 Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
Guiding Principle 6 Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	Not Applicable. This principle is directed toward SCAG that has the responsibility of monitoring the progress of the 2020-2045 RTP/SCS.
Guiding Principle 7 Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
<i>Source: 2020-2045 RTP/SCS, finally adopted September 3, 2020.</i>	

Consistency with TPP Criterion #2(a) – The Project contains at least 50 percent residential use.

The Project includes 361,923 square feet of residential uses, and 10,783 square feet of restaurant uses. Thus, the Project includes 97 percent residential use. As such, the Project would be consistent with this criterion.

Consistency with TPP Criterion #2(b) – The Project includes a minimum net density of at least 20 units per acre.

The Project Site is approximately 2.205 acres in size. The Project includes development of 362 dwelling units. As such, the Project would provide approximately 144 dwelling units per acre. As such, the Project would be consistent with this criterion.

Consistency with TPP Criterion #2(c) – The Project Site is located within one-half mile of a major transit stop or a high quality transit corridor included in the 2020-2045 RTP/SCS.

Public Resources Code (PRC) Section 21155 (b) defines a “high-quality transit corridor” as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

PRC Section 21064.3 defines “major transit stop” as a site containing any of the following:

- (a) An existing rail or bus rapid transit station.
- (b) A ferry terminal served by either a bus or rail transit service.
- (c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

PRC Section 21155 (b) states that a “major transit stop” is defined in PRC Section 21064.3, except that, for purposes of Section 21155 (b), it also includes major transit stops that are included in the applicable regional transportation plan.

The Project Site is located in an urban area served by multiple local bus lines that are near the site and with service intervals of 15 minute or less during morning and afternoon peak commute periods, including Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6. Specifically, the CCB Line 6 and the CCB Rapid Line 6, which travel along Sepulveda Boulevard fronting the Project Site, have morning and afternoon peak headways of 15 minutes, thereby qualifying Sepulveda Boulevard as a high quality transit corridor. As such, the Project is within one-half mile of both a major transit stop and a high quality transit corridor and therefore, is consistent with this criterion.