

# ATTACHMENT B

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## 4311 Sunset Project Consistency with the Goals and Benefits of the 2016 RTP/SCS

The following evaluates the Project's consistency with the goals and benefits of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). Only goals and benefits that are applicable to the Project are discussed below. A discussion of the Project's consistency with the goals and benefits of the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), which the State Air Resources Board approved in November 2020, is also included below.

### **2016 RTP/SCS Goal 2: Maximize mobility and accessibility for all people and goods in the region.**

The Project proposes the development of the site located at 4311 Sunset Boulevard in the City of Los Angeles. The City has established Community Plans that guide the physical development of neighborhoods in the City by establishing the goals and policies for land use and provide specific, neighborhood-level detail, relevant policies, and implementation strategies necessary to achieve the City's long-range overarching General Plan objectives. The Project Site is in the Silver Lake-Echo Park-Elysian Valley Community Plan Area (CPA) of the City.

The City of Los Angeles has conducted a comprehensive study that describes the baseline health conditions in the City and provides a context for understanding the demographic conditions, social and economic factors, physical environment, access to health care, and health behaviors contributing to the health of City residents and workers. The findings are documented in the *Health Atlas for the City of Los Angeles* (Health Atlas), published in June 2013.<sup>1</sup> While the primary focus of the Health Atlas is on factors that affect the health behaviors and health status of residents and workers, much of the data is relevant to land use transportation and greenhouse gas (GHG) emissions as those topics reflect similar issues regarding land use patterns, urban design, and transportation systems. Data in the Health Atlas is summarized by CPA. According to City data in the Health Atlas, the Silver Lake-Echo Park-Elysian Valley CPA is the 11th highest walkable area, out of the 35 CPAs in the City. City data in the Health Atlas also indicates that the Silver Lake-Echo Park-Elysian Valley CPA has the 10th (approximately 19 percent) highest percentage of workers that commute to work by walking, biking, and public transportation. The

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<sup>1</sup> City of Los Angeles, The Health Atlas, (2013). Available at [https://planning.lacity.org/odocument/04a6a47b-9269-4773-a3ae-55f110b7d1e8/Health\\_Atlas.pdf](https://planning.lacity.org/odocument/04a6a47b-9269-4773-a3ae-55f110b7d1e8/Health_Atlas.pdf). Accessed October 2020.

statewide percentage of workers that commute to work by walking, biking, and public transportation is approximately 8.4 percent, based on the most recent census data available for 2018.<sup>2</sup> The Site is located in an area that provides opportunities for walking, biking, and public transportation.

The Site is located in a transit-rich and pedestrian accessible location with connectivity to many areas within the City. Transit opportunities in the Project area include Los Angeles Metropolitan Transportation Authority (Metro) local bus routes 2/302 and 4, and Metro rapid bus route 704, which operate along Sunset Boulevard and Santa Monica, as well as Los Angeles Department of Transportation (LADOT) Downtown Area Short Hop (DASH) Los Feliz route which operates along Vermont Avenue. In addition, the Metro Red Line subway also serves Vermont Avenue with stations located at the intersection of Vermont Avenue and Sunset Boulevard and the intersection of Vermont Avenue and Santa Monica Boulevard. The Project Site is within approximately 0.6 to 0.8 miles walking or bicycling distance from either of these two Metro Red Line stations.

Metro bus routes 2/302, 4, and 704 allow the Project to qualify as being within one-half mile from a Major Transit Stop with service intervals of 15 minutes or less during Peak Hours, as well as within one-half mile of a High Quality Transit Corridor with fixed route bus service with service intervals no longer than 15 minutes during the Peak Hours.<sup>3</sup> The service intervals for Metro Local 2/302 are on average 11 minutes eastbound and 8 minutes westbound during Peak Hours. The service intervals for Metro Route 4 are on average 11 minutes eastbound and 12 minutes westbound during Peak Hours. The service intervals for Metro Route Rapid 704 are on average 14 minutes eastbound and 13 minutes westbound during Peak Hours.

Class II bicycle lanes are provided along Sunset Boulevard and Santa Monica Boulevard in the Project vicinity and along Virgil Avenue between Santa Monica Boulevard and Melrose Avenue. A Class III bicycle route exists on Fountain Avenue west of Vermont Avenue. Future bicycle lanes that are planned for in the City of Los Angeles 2010 Bicycle Plan include: Hyperion Avenue north of Fountain Avenue; Fountain Avenue west of Sunset Boulevard; and on Vermont Avenue. The components of the 2010 Bicycle Plan have been incorporated into the bicycle network of the City's Mobility Plan 2035, which consists of a Low-Stress Bikeway System (comprised of the Bicycle Enhanced Network, the Neighborhood Enhanced Network, and Bicycle Paths) and a Bicycle Lane Network. The Neighborhood Enhanced Network and Bicycle Paths are relatively unchanged from the 2010 Bicycle Plan.

The Project would encourage the utilization of transit due to its close proximity to the existing bus lines, the Metro Red Line stations, and bicycle lanes. The Project would also implement Traffic Demand Management (TDM) measures to encourage the use of active transportation and transit and assist in reducing automobile trips in the area. TDM measures include but are not

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<sup>2</sup> U.S. Census Bureau, Commuting Characteristics by Sex, American Community Survey. Available at <https://data.census.gov/cedsci/table?q=S08&t=Commuting&g=0400000US06&y=2018&d=ACS%201-Year%20Estimates%20Subject%20Tables&tid=ACSS1Y2018.S0801&hidePreview=true>. Accessed November 2020.

<sup>3</sup> SCAG, Metro, and the City of Los Angeles defines Peak Hours as between 6 AM and 9 AM and between 3 PM and 7 PM.

limited to: providing information about transit options to all new tenants and employees; offering a one-month transit pass for new tenants with move-in package; providing subsidized transit passes for eligible Project employees and tenants; and providing a bike repair station for tenants of the Project Site. The Project applicant would also perform frontage improvements that would facilitate non-vehicular traffic, including repair of all damaged curb and sidewalk along the Project frontage.

The Project also includes design elements that would create bicycle and pedestrian-oriented amenities including bicycle parking and providing ground-floor restaurant uses to enhance the pedestrian-orientation of the Silver Lake community as well as activate street frontages.

Given the Project would develop mixed income residential uses and ground-floor restaurant space within walking distance of existing bus lines and rail stations, the Project will provide opportunities for residents and visitors to use public transit for work trips, and walk to businesses near the Project area. Thus, the Project will encourage the utilization of transit as a mode of transportation to and from the Project area and contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit. Therefore, the Project would maximize mobility and accessibility for all people and goods in the regions, and the Project is consistent with this goal.

***2016 RTP/SCS Goal 3: Ensure travel safety and reliability for all people and goods in the region.***

As discussed above, the Project includes pedestrian improvements that will improve travel safety and reliability in the Project area. The Project will implement TDM measures to enhance travel safety and reliability in the area. TDM measures include but are not limited to: providing a bike repair station for tenants and employees. Additionally, the Project includes design elements that would enhance travel safety and reliability including frontage improvements that would facilitate non-vehicular traffic, including repair of all damaged curb and sidewalk along the Project frontage. Thus, the proposed Project would promote travel safety and reliability for the people in the region that travel through the Project area. The Project is consistent with this goal.

***2016 RTP/SCS Goal 5: Maximize the productivity of our transportation system.***

The proposed Project is located in a dense urban area, and would be a greater intensity than what currently exists on the Project site. The Project includes 108 residential units, and 6,349 square feet of commercial and retail uses. The Project would also set aside approximately nine percent of the total units (10 affordable units) to families of very low income for at least 55 years. Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. Given the Project's close location to Major Transit Stops and the Metro Red Line Stations, the Project will encourage the utilization of transit as a mode of transportation to and from the Project area. Thus, the Project will contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit. The Project is consistent with this goal.

**2016 RTP/SCS Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).**

The Project will encourage the use of multi-modal transportation options. The Project will facilitate the use of alternative modes of transportation which will aid in reducing car trips and positively impact air quality. The Project includes bicycle parking spaces for the residential and commercial uses of the Project in compliance with the LAMC, and various bicycle and pedestrian-friendly design amenities such as: offering a one-month transit pass for new tenants with move-in package; and providing subsidized transit passes for eligible Project employees and tenants. The Project also includes walkability improvements and design elements that would enhance travel safety and reliability, including repairing the damaged curb and sidewalk in front of the Project Site. The Project would also provide ground-floor restaurant uses to enhance the pedestrian-orientation of the Silver Lake community as well as activate street frontages. The Project is consistent with this goal.

**2016 RTP/SCS Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.**

The Project would encourage the use of transit, walking and bicycling, as the Project would locate mixed-use residential and commercial development on a site that is within an area with several bus lines, including Major Transit Stops, and two Metro Red Line Stations. The Project would also improve the condition and walkability of sidewalks in the Project area by implementing frontage improvements that would facilitate non-vehicular traffic, including repair of all damaged curb and sidewalk along the Project frontage. The Project would be a greater intensity than what currently exists on the Project Site and would set aside approximately nine percent of the total units (10 affordable units) to families of very low income for at least 55 years. Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. In turn, as transit ridership in an area increases with density, local transit providers are justified in providing enhanced transit services for the area. As a result, the Project would encourage land use and growth patterns that facilitate transit and active transportation by: providing a mix of land uses; creating a range of housing opportunities and choices for people at different income levels; creating walkable areas; providing infill development within existing communities; providing a variety of transportation choices; and providing opportunities for residents and visitors to use public transit for work trips, and walk to retail businesses near the Project site. The Project is consistent with this goal.

**2016 RTP/SCS Benefit 1: The RTP/SCS will promote the development of better places to live and work through measures that encourage more compact development in certain areas of the region, varied housing options, bicycle and pedestrian improvements, and efficient transportation infrastructure.**

The Project would provide multifamily housing and job-creating commercial uses within an infill, transit-accessible area. The Project would provide a variety of dwelling unit sizes, with different bedroom units that accommodate a range of households. In addition, the Project would set aside nine percent of the total units (10 affordable units) to families of very low income for at least 55

years. Furthermore, the Project would include a bike repair station for tenants and employees and enhanced streetscapes. The Project will provide various pedestrian-oriented improvements, including repairing the damaged curb and sidewalk in front of the Project Site. The Project would provide ground-floor retail and restaurant uses to enhance the pedestrian-orientation of the Silver Lake community as well as activate street frontages. The Project Site is located in a transit-rich and pedestrian accessible location with connectivity to many areas within the City. Transit opportunities in the Project area include Metro local bus routes 2/302, 4, and Metro rapid bus route 704, which operate along Sunset Boulevard and serve as Major Transit Stops, as well as the DASH Los Feliz route. The Metro Red Line subway also serves Vermont Avenue with stations located at the intersection of Vermont Avenue and Sunset Boulevard and the intersection of Vermont Avenue and Santa Monica Boulevard. The Project Site is within approximately 0.6 to 0.8 miles walking or bicycling distance from either of these two Metro Red Line stations. The Project is consistent with achieving this benefit.

***2016 RTP/SCS Benefit 3: The RTP/SCS is expected to result in less energy and water consumption across the region, as well as lower transportation costs for households.***

The Project would be designed to be at least 15 percent more energy efficient than the applicable Title 24 of the California Code of Regulations (CCR) standards and to be designed to achieve at least 25 percent less water usage than the average household use in the region. Specifically, the Project's energy use would be 15.2 percent less than Title 24, Part 6 2019. The Project's water use would be 72 percent below the SCAG average household use in the region (Attachment E). The Project would achieve its energy efficiency through the implementation of multiple measures including, but not limited to, enhanced exterior wall and roof insulation, high-reflectance roofing, overhanging balconies for solar shading, high performance windows, daylighting controls and other forms of high-efficiency lighting, high-efficiency heating, ventilation, and air conditioning (HVAC) systems, and centralized hot water system and high-efficiency water fixtures. The Project would achieve its water efficiency through multiple measures including high efficiency water using appliances such as clothes washers and dishwashers, low flow fixtures and faucets, and efficient irrigation systems (Attachment E).

The Project would also allow for lower transportation costs for the Project's future residents by incorporating bicycle-and pedestrian-friendly elements, access to Class II and Class III bicycle lanes, and being located near various bus lines, including Major Transit Stops, and two Metro Red Line stations at the intersection of Vermont Avenue and Sunset Boulevard and the intersection of Vermont Avenue and Santa Monica Boulevard. The Project's TDM measures would also help reduce transportation costs to its residents by offering a one-month transit pass for new tenants with move-in package; providing subsidized transit passes for eligible Project employees and tenants; and providing a bike repair station for tenants and employees. The Project's location and design will provide future residents with various affordable transportation options. The Project is consistent with achieving this benefit.

***2016 RTP/SCS Benefit 4: Improved placemaking and strategic transportation investments will help improve air quality; improve health as people have more opportunities to bicycle, walk and pursue other active alternatives to driving; and better protect natural lands as new growth is concentrated in existing urban and suburban areas.***

The Project would support improved access and mobility by providing both residential and ground-floor restaurant uses to enhance the pedestrian-orientation of the Silver Lake community as well as activate street frontages. The Project's location in an urban infill area and provision of a ground-level restaurant uses would provide residents and visitors with shopping and dining options that are easily accessible on foot or by bicycle. The Project would implement TDM measures to encourage the use of active transportation and transit and assist in reducing automobile trips in the area. TDM measures include but are not limited to: providing information about transit options to all new tenants and employees; offering a one-month transit pass for new tenants with move-in package; providing subsidized transit passes for eligible Project employees and tenants; and providing a bike repair station for tenants and employees. The Project applicant would also contribute to a Bike Plan Trust Fund with a one-time fixed fee of \$50,000 to be deposited into the City's Bike Plan Trust Fund to support City-implemented bicycle improvements within the areas of the Project. In addition, the Project's access to various transit options will encourage the use of mass transit. The Project would also provide various pedestrian-oriented improvements, including repairing the damaged curb and sidewalk in front of the Project Site. The Project's uses, design, and location, and TDM measures would help to improve air quality and the well-being of people as they would have greater opportunities for pedestrian and bicycling activity and to reduce their reliance on automobiles. The Project is consistent with achieving this benefit.

## 4311 Sunset Project Consistency with the Goals and Benefits of the 2020-2045 RTP/SCS

The following evaluates the Project's consistency with the goals and benefits of the 2020 RTP/SCS. Only goals and benefits that are applicable to the Project are discussed below.

### **2020 RTP/SCS Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.**

As described above, the Project proposes the development of the site located at 4311 Sunset Boulevard in the City of Los Angeles. The City has established Community Plans that guide the physical development of neighborhoods in the City by establishing the goals and policies for land use and provide specific, neighborhood-level detail, relevant policies, and implementation strategies necessary to achieve the City's long-range overarching General Plan objectives. The Project Site is in the Silver Lake-Echo Park-Elysian Valley Community Plan Area (CPA) of the City.

The City of Los Angeles has also conducted a comprehensive study that describes the baseline health conditions in the City and provides a context for understanding the demographic conditions, social and economic factors, physical environment, access to health care, and health behaviors contributing to the health of City residents and workers. The findings are documented in the *Health Atlas for the City of Los Angeles* (Health Atlas), published in June 2013.<sup>4</sup> While the primary focus of the Health Atlas is on factors that affect the health behaviors and health status of residents and workers, much of the data is relevant to land use transportation and greenhouse gas (GHG) emissions as those topics reflect similar issues regarding land use patterns, urban design, and transportation systems. Data in the Health Atlas is summarized by CPA. According to City data in the Health Atlas, the Silver Lake-Echo Park-Elysian Valley CPA is the 11th highest walkable area, out of the 35 CPAs in the City. City data in the Health Atlas also indicates that the Silver Lake-Echo Park-Elysian Valley CPA has the 10th (approximately 19 percent) highest percentage of workers that commute to work by walking, biking, and public transportation. The statewide percentage of workers that commute to work by walking, biking, and public transportation is approximately 8.4 percent, based on the most recent available census data for 2018.<sup>5</sup> The Site is located in an area that provides opportunities for walking, biking, and public transportation.

The Project Site is located in a transit-rich and pedestrian accessible location with connectivity to many areas within the City. Transit opportunities in the Project area include Los Angeles Metropolitan Transportation Authority (Metro) local bus routes 2/302 and 4, and Metro rapid bus route 704, which operate along Sunset Boulevard and Santa Monica, as well as Los Angeles

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<sup>4</sup> City of Los Angeles, *The Health Atlas*, (2013). Available at [https://planning.lacity.org/odocument/04a6a47b-9269-4773-a3ae-55f110b7d1e8/Health\\_Atlas.pdf](https://planning.lacity.org/odocument/04a6a47b-9269-4773-a3ae-55f110b7d1e8/Health_Atlas.pdf). Accessed October 2020.

<sup>5</sup> U.S. Census Bureau, *Commuting Characteristics by Sex*, American Community Survey. Available at <https://data.census.gov/cedsci/table?q=S08&t=Commuting&g=0400000US06&y=2018&d=ACS%201-Year%20Estimates%20Subject%20Tables&tid=ACSS1Y2018.S0801&hidePreview=true>. Accessed November 2020.

Department of Transportation (LADOT) Downtown Area Short Hop (DASH) Los Feliz route which operates along Vermont Avenue. In addition, the Metro Red Line subway serves Vermont Avenue with stations located at the intersection of Vermont Avenue and Sunset Boulevard and the intersection of Vermont Avenue and Santa Monica Boulevard. The Project Site is within approximately 0.5 to 0.6 miles walking or bicycling distance from either of these two Metro Red Line stations

Metro bus routes 2/302, 4, and 704 allow the Project to qualify as being within one-half mile from a Major Transit Stop with service intervals of 15 minutes or less during Peak Hours, as well as within one-half mile of a High Quality Transit Corridor with fixed route bus service with service intervals no longer than 15 minutes during the Peak Hours.<sup>6</sup> The service intervals for Metro Local 2 are on average 11 minutes eastbound and 8 minutes westbound during Peak Hours. The service intervals for Metro Route 4 are on average 11 minutes eastbound and 12 minutes westbound during Peak Hours. The service intervals for Metro Route Rapid 704 are on average 14 minutes eastbound and 13 minutes westbound during Peak Hours.

Class II bicycle lanes are provided along Sunset Boulevard and Santa Monica Boulevard in the Project vicinity and along Virgil Avenue between Santa Monica Boulevard and Melrose Avenue. A Class III bicycle route exists on Fountain Avenue west of Vermont Avenue. Future bicycle lanes that are planned for in the City of Los Angeles 2010 Bicycle Plan include: Hyperion Avenue north of Fountain Avenue; Fountain Avenue west of Sunset Boulevard; and on Vermont Avenue. The components of the 2010 Bicycle Plan have been incorporated into the bicycle network of the City's Mobility Plan 2035, which consists of a Low-Stress Bikeway System (comprised of the Bicycle Enhanced Network, the Neighborhood Enhanced Network, and Bicycle Paths) and a Bicycle Lane Network. The Neighborhood Enhanced Network and Bicycle Paths are relatively unchanged from the 2010 Bicycle Plan.

The Project would encourage the utilization of transit due to its close proximity to the existing bus lines, the Metro Red Line stations, and bicycle lanes. The Project would also implement Traffic Demand Management (TDM) measures to encourage the use of active transportation and transit and assist in reducing automobile trips in the area. TDM measures include but are not limited to: providing information about transit options to all new tenants and employees; offering a one-month transit pass for new tenants with move-in package; providing subsidized transit passes for eligible Project employees and tenants; and providing a bike repair station for tenants of the Project Site. The Project applicant would also perform frontage improvements that would facilitate non-vehicular traffic, including repair of all damaged curb and sidewalk along the Project frontage.

The Project also includes design elements that would create bicycle and pedestrian-oriented amenities including bicycle parking and providing ground-floor restaurant uses to enhance the pedestrian-orientation of the Silver Lake community as well as activate street frontages.

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<sup>6</sup> SCAG, Metro, and the City of Los Angeles defines Peak Hours as between 6 AM and 9 AM and between 3 PM and 7 PM.

Given the Project would develop mixed income residential uses and ground-floor restaurant space within walking distance of existing bus lines and rail stations, the Project will provide opportunities for residents and visitors to use public transit for work trips, and walk to businesses near the Project area. Thus, the Project will encourage the utilization of transit as a mode of transportation to and from the Project area and contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit. Therefore, the Project would maximize mobility and accessibility for all people and goods in the regions, and the Project is consistent with this goal.

***2020 RTP/SCS Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.***

As discussed above, the Project applicant would also perform frontage improvements that would facilitate non-vehicular traffic, including repair of all damaged curb and sidewalk along the Project frontage, that will improve travel safety and reliability in the Project area. The Project will implement TDM measures to enhance travel safety and reliability in the area. TDM measures include but are not limited to: providing a bike repair station for tenants and employees. Additionally, the Project includes design elements that would enhance travel safety and reliability including repairing the damaged curb and sidewalk in front of the Project Site. Thus, the proposed Project would promote travel safety and reliability for the people in the region that travel through the Project area. The Project is consistent with this goal.

***2020 RTP/SCS Goal 4: Increase person and goods movement and travel choices within the transportation system.***

The Project would encourage the use of transit, walking and bicycling, as the Project would locate mixed-use residential and commercial development on an infill site that is within an area that is served by several bus lines, including Major Transit Stops, and two Metro Red Line Stations. The Project would also improve the condition and walkability of sidewalks and bicycle infrastructure in the Project area. The Project would be a greater intensity than what currently exists on the Project Site and would set aside nine percent of the total units (10 affordable units) to families of very low income for at least 55 years. Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. In turn, as transit ridership in an area increases with density, local transit providers are justified in providing enhanced transit services for the area. As a result, the Project would encourage land use and growth patterns that facilitate transit and active transportation by: providing a mix of land uses; creating a range of housing opportunities and choices for people at different income levels; creating walkable areas; providing infill development within existing communities; providing a variety of transportation choices; and providing opportunities for residents and visitors to use public transit for work trips, and walk to retail businesses near the Project site. The Project is consistent with this goal.

**2020 RTP/SCS Goal 5: Reduce greenhouse gas emissions and improve air quality.**

As discussed above, the Project applicant would perform frontage improvements that would facilitate non-vehicular traffic, including repair of all damaged curb and sidewalk along the Project frontage, that will improve travel safety and reliability in the Project area. The Project will implement TDM measures to enhance travel safety and reliability in the area. TDM measures include but are not limited to: providing a bike repair station for tenants and employees. Additionally, the Project includes design elements that would enhance travel safety and reliability including repairing the damaged curb and sidewalk in front of the Project Site. Additionally, the Project would be in compliance with the PRC's statutory requirements for a TPP building to be designed to be 15 percent more energy efficient than the applicable Title 24 standards and to be designed to achieve 25 percent less water usage than the average household use in the region. Specifically, the Project's energy use would be 15.2 percent less than Title 24, Part 6 (2019). The Project's water use would be 72 percent below the average household use in the region (Attachment E). The Project would achieve its energy efficiency through the implementation of multiple measures including, but not limited to, enhanced exterior wall and roof insulation, high-reflectance roofing, overhanging balconies for solar shading, high performance windows, daylighting controls and other forms of high-efficiency lighting, high-efficiency heating, ventilation, and air conditioning (HVAC) systems, and centralized hot water system and high-efficiency water fixtures. The Project would achieve its water efficiencies through multiple measures in compliance with the Los Angeles Green Building Code, including high efficiency water using appliances such as clothes washers and dishwashers, low flow fixtures and faucets, and efficient irrigation systems. Furthermore, the Project's infill location and transit adjacency would also result in fewer vehicle trips, more transit options, and reduced vehicle miles travelled (VMT). Thus, the proposed Project would reduce greenhouse gas emissions and improve air quality. The Project is consistent with this goal. Thus, the proposed Project would promote travel safety and reliability for the people in the region that travel through the Project area. The Project is consistent with this goal.

**2020 RTP/SCS Goal 6: Support healthy and equitable communities.**

The Project will encourage the use of multi-modal transportation options. The Project will facilitate the use of alternative modes of transportation which will aid in reducing car trips and positively impact air quality. The Project includes bicycle parking spaces for the residential and commercial uses of the Project in compliance with the LAMC, and various bicycle and pedestrian-friendly design amenities such as: offering a one-month transit pass for new tenants with move-in package; and providing subsidized transit passes for eligible Project employees and tenants. The Project also includes walkability improvements and design elements that would enhance travel safety and reliability, including repairing the damaged curb and sidewalk in front of the Project Site. The Project would also provide ground-floor restaurant uses to enhance the pedestrian-orientation of the Silver Lake community as well as activate street frontages. These improvements would therefore encourage increased pedestrian activity and transit. Furthermore, the proposed Project would include 10 affordable units, available for Very Low Income households for at least 55 years to support the development and maintenance of equitable

communities. Thus, the proposed Project would support healthy and equitable communities. The Project is consistent with this goal.

***2020 RTP/SCS Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.***

As discussed above, the Project applicant would perform frontage improvements that would facilitate non-vehicular traffic, including repair of all damaged curb and sidewalk along the Project frontage, that will improve travel safety and reliability in the Project area. The Project will implement TDM measures to enhance travel safety and reliability in the area. TDM measures include but are not limited to: providing a bike repair station for tenants and employees. Additionally, the Project includes design elements that would enhance travel safety and reliability including repairing the damaged curb and sidewalk in front of the Project Site. Furthermore, the Project would provide mixed-use, mixed-income housing, in an infill location nearby transit, thus supporting an integrated regional development pattern consistent with nearby existing and proposed uses. Thus, the proposed Project would promote travel safety and reliability for the people in the region that travel through the Project area. The Project is consistent with this goal.

***2020 RTP/SCS Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.***

The Project would provide multifamily housing and job-creating commercial uses within an infill, transit-accessible area. The Project would provide a variety of dwelling unit sizes, with different bedroom units that accommodate a range of households (31 studio units, 37 1-bedroom units, 22 2-bedroom units, 1 3-bedroom unit, and 17 loft units). In addition, the Project would set aside nine percent of the total units (10 affordable units) to families of very low income for at least 55 years. Furthermore, the Project would include a bike repair station for tenants and employees and enhanced streetscapes. The Project will provide various pedestrian-oriented improvements, including repairing the damaged curb and sidewalk in front of the Project Site. The Project would provide ground-floor retail and restaurant uses to enhance the pedestrian-orientation of the Silver Lake community as well as activate street frontages. The Project Site is located in a transit-rich and pedestrian accessible location with connectivity to many areas within the City. Transit opportunities in the Project area include Metro local bus routes 2/302, 4, and Metro rapid bus route 704, which operate along Sunset Boulevard and serve as Major Transit Stops, as well as the DASH Los Feliz route. The Metro Red Line subway also serves Vermont Avenue with stations located at the intersection of Vermont Avenue and Sunset Boulevard and the intersection of Vermont Avenue and Santa Monica Boulevard. The Project Site is within approximately 0.6 to 0.8 miles walking or bicycling distance from either of these two Metro Red Line stations. The Project is therefore consistent with achieving this goal as it provides for the development of diverse housing types in an area supported by multiple transportation options.