

APPENDIX C

Project Consistency with the Goals and Strategies of the 2020-2045 RTP/SCS

Table 1 evaluates the Project’s consistency with the goals and strategies of the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS has designated Priority Growth Areas (PGAs), which follow the principles of center focused placemaking and are locations where many Connect SoCal strategies can be fully realized. Connect SoCal’s PGAs, which are comprised of Job Centers, TPAs, HQTAs, Neighborhood Mobility Areas (NMAs), Livable Corridors and Spheres of Influence (SOIs), account for only 4 percent of region’s total land area, but implementation of SCAG’s recommended growth strategies will help these areas accommodate 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2016 and 2045. The PGAs can reduce travel distances, increase mobility options, improve access to workplaces, and conserve the region’s resource areas.¹

**Table 1
Project Consistency with Goals and Strategies from the
2020-2045 Regional Transportation Plan / Sustainable Communities Strategy**

Goals and Strategies	Project Consistency
Goal 1: Encourage regional economic prosperity and global competitiveness.	Not applicable. This goal is directed towards SCAG and the City of Los Angeles and does not apply to the Project. No further discussion is required.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. Multiple public transportation opportunities are provided within walking distance to the Project Site. The availability and accessibility of public transit in the Project area is evidenced by the Project Site’s location within a designated High-Quality Transit Area (HQTA). ² The 2020-2045 RTP / SCS defines HQTAs as generally walkable transit villages or corridors that are within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Project Site is located 0.4 mile from the intersection of the Metro Rapid 704 line and BBB R12 bus at Westwood Boulevard and Santa Monica Boulevard, northwest of the Project, which

¹ Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, adopted September 2020, page 123.

² Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy adopted September 2020, p. 51, Exhibit 3.4, Priority Growth Areas & Growth Constraints.

Table 1
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2020-2045 Regional Transportation Plan / Sustainable Communities Strategy

Goals and Strategies	Project Consistency
	qualifies as a Major Transit Stop. The Project Site is also located 0.8 mile from the Westwood/Rancho Park Expo Line Metro station at Westwood Boulevard and Exposition Boulevard. In addition, the Project Site is served by several bus lines including BBB lines 8 and R12 along Westwood Boulevard, BBB line 5 along Olympic Boulevard, and BBB lines 7 and R7 and Culver City Bus line CC3 along Pico Boulevard. Each of these bus lines are within one half mile of the Project Site. The Project would develop residential and commercial land uses within walking distance of existing transit lines. The Project provides 81 bicycle spaces, adequate parking for the residential and nonresidential uses, including 38 EV parking spaces.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. The Project Site is located close to existing public transit opportunities provided by Metro, Culver City Bus lines, and BBB lines, as discussed above, which provides safe and reliable travel options for people and goods. The Project would provide bicycle access and bicycle parking that would be easily accessible to pedestrians, as required by the LAMC.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	Consistent. The Project is located in a dense urban area, and would be a greater intensity than what currently exists on the Project Site. Multiple public transportation opportunities are provided within walking distance to the Project Site including light rail and bus. The Project would develop 92 residential uses within walking distance of existing bus lines and light rail transit stations, and would also provide long-term and short-term bicycle parking. The Project would provide opportunities for residents, employees, and visitors to use public transit for work trips, and walk to retail businesses within and near the Project Site.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	Consistent. The Project is designed to exceed Title 24 by at least 15 percent. ³ Each of the units will maximize the indoor environmental quality with the inclusion of energy star air conditioning with fresh air intake, natural cross ventilation, exhausting kitchen hood and fans, no VOC paints, natural flooring, and formaldehyde free cabinetry, counters and shelving. All bathroom and plumbing fixtures will be water-conserving fixtures. Overall energy efficiency will be maximized with energy star rated appliances, advanced lighting, dual glazed windows with low-e coating and energy efficient thermal building envelope. In accordance with new CAL-Green requirements, the Project includes the required 15 percent of the total roof areas as solar-ready, with thermal hot water panels and collectors as part of the base building design. The proposed landscaping plan provides a mix of ground cover and trees to complement the architecture. Plant material has been selected

³ CEQA Exemption Energy and Water Efficiency Compliance, Westwood Apartments, 2121 Westwood Boulevard, Los Angeles, CA 90025, by Green Dinosaur, March 2021, refer to **Appendix A** of this document.

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2020-2045 Regional Transportation Plan / Sustainable Communities Strategy

Goals and Strategies	Project Consistency
	for temperature hardiness and low water use. Overall water consumption will be minimized with the inclusion of water efficient appliances and fixtures throughout the development. The Project would support fewer vehicle trips by locating new housing units in proximity (within 2,640 feet) of the intersection of the Metro Rapid 704 line and the BBB R12 bus at Westwood Boulevard and Santa Monica Boulevard, northwest of the Project, which qualifies as a Major Transit Stop. In addition, the neighborhood is served by several other bus lines including BBB lines 7, 8, R7 and R12, Culver City Bus line CC3, and Metro Westwood/Rancho Park Expo Line station, less than one mile south of the Project Site. The Project provides 38 EV parking spaces.
Goal 6: Support healthy and equitable communities.	Consistent. The Project would incorporate a wide range of building technologies and design features that would protect the environment by saving energy (which would also reduce air emissions associated with electricity generation), reducing water consumption, making use of recycled materials, and producing better indoor and outdoor environmental quality. The Project would have a pedestrian-friendly design and would be located near public transit opportunities. Furthermore, the Project would provide opportunities for employees, residents, and visitors to walk to other retail businesses near the Project Site. In addition, the Project would provide a total of 81 long- and short-term bicycle parking spaces in accordance with the City Bicycle Ordinance. The Project is designed to exceed Title 24 by at least 15 percent. ⁴ Therefore, the Project would help improve air quality and encourage bicycling and walking.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. The Project is designed to exceed Title 24 by at least 15 percent. ⁵ Each of the units will maximize the indoor environmental quality with the inclusion of energy star air conditioning with fresh air intake, natural cross ventilation, exhausting kitchen hood and fans, no VOC paints, natural flooring, and formaldehyde free cabinetry, counters and shelving. All bathroom and plumbing fixtures will be water-conserving fixtures. Overall energy efficiency will be maximized with energy star rated appliances, advanced lighting, dual glazed windows with low-e coating and energy efficient thermal building envelope. In accordance with new CAL-Green requirements, the Project includes the required 15 percent of the total roof areas as solar-ready, with thermal hot water panels and collectors as part of the base building design. The proposed landscaping plan provides a mix of

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Goals and Strategies	Project Consistency
	<p>ground cover and trees to complement the architecture. Plant material has been selected for temperature hardiness and low water use. Overall water consumption will be minimized with the inclusion of water efficient appliances and fixtures throughout the development.</p> <p>The Project would support fewer vehicle trips by locating new housing units in proximity (within 2,640 feet) of the intersection of the Metro Rapid 704 line and the BBB R12 bus at Westwood Boulevard and Santa Monica Boulevard, northwest of the Project, which qualifies as a Major Transit Stop. In addition, the neighborhood is served by several other bus lines including BBB lines 7, 8, R7 and R12, Culver City Bus line CC3, and Metro Westwood/Rancho Park Expo Line station, less than one mile south of the Project Site. The Project provides 38 EV parking spaces.</p>
<p>Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</p>	<p>Not applicable. This goal is directed towards SCAG to ensure the safety and security of the regional transportation system. This does not apply to the Project and no further discussion is required.</p>
<p>Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>Consistent. The Project is comprised of the development of an underutilized infill lot currently comprised of four vacant commercial buildings, one of which has a vacant second floor residential unit, and a surface parking lot with a mixed-use project comprised of 92 residential units, including 8 Very Low Income units. The Project would contribute to ongoing efforts to bring in varied housing into the West Los Angeles area.</p> <p>Residents and visitors would have access to the various uses in the immediate area within convenient walking distance and/or accessible by bicycle. The Project Site is located within walking distance of the intersection of Metro Rapid 704 line and the BBB R12 bus at Westwood Boulevard and Santa Monica Boulevard, northwest of the Project, which qualifies as a Major Transit Stop. The Project Site is also located 0.8 mile from the Westwood/Rancho Park Expo Line Metro station at Westwood Boulevard and Exposition Boulevard. In addition, the Project Site is served by several bus lines including BBB lines 7, 8, R7 and R12, Culver City Bus line CC3, which both run bus lines along Westwood Boulevard and Olympic Boulevard. In addition, the Project encourages active transportation by including 81 bicycle parking stalls.</p>
<p>Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p>Not applicable. This goal is directed towards SCAG to conserve natural and agricultural lands. This does not apply to the Project and no further discussion is required.</p>
<p>Strategy 1: Focus Growth Near Destinations & Mobility Options</p> <ul style="list-style-type: none"> • Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations 	<p>Consistent. The Project Site is within a SCAG designated Job Center, which are areas where employment growth and residential growth are prioritized in order to leverage</p>

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Goals and Strategies	Project Consistency
<ul style="list-style-type: none"> • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking) 	<p>existing density and infrastructure.⁶ The Project would be consistent with this strategy with development of an underutilized infill lot currently comprised of four vacant commercial buildings, one of which has a vacant second floor residential unit, and a surface parking lot with a residential project comprised of 92 residential units, including 8 Very Low Income units.</p> <p>The Project Site is also within a TPA, as designated by the Zoning Administrator Information File #ZI-245,⁷ which are areas primarily around existing and planned transportation nodes designated in the RTP/SCS as defined by SCAG. SCAG defines HQTAs as “areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. While HQTAs account for only three percent of total land area in SCAG region, they are planned and projected to accommodate 51 percent of the region’s future household growth and 60 percent of the future employment growth.”⁸ The intersection of the Metro Rapid 704 line and the BBB R12 bus at Westwood Boulevard and Santa Monica Boulevard, less than 0.5 mile northwest of the Project Site, qualifies as a Major Transit Stop and therefore, locates the Project Site in a HQTA. Additionally, the Project Site is located in a neighborhood that is served by several bus lines including BBB lines 8 and R12 along Westwood Boulevard, BBB line 5 along Olympic Boulevard, and BBB lines 7 and R7 and Culver City Bus line CC3 along Pico Boulevard. Each of these bus lines are within one half mile of the Project Site. The Project Site is also located 0.8 mile from the Westwood/Rancho Park Expo Line Metro station at Westwood Boulevard and Exposition Boulevard.</p> <p>SCAG has also designated the Project Site within a Neighborhood Mobility Area (NMA), which are areas that focus on creating, improving, restoring and enhancing safe and convenient connections to surrounding uses. NMAs are considered to be Priority Growth Areas with robust residential to non-residential land use connections that encourage safer, multimodal, short trips in existing and planned neighborhoods and reduce reliance on single occupancy vehicles. “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 are all highly</p>

⁶ Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, adopted September 2020, page 50.

⁷ City of Los Angeles Department of City Planning, Zone Information & Map Access System.

⁸ Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, adopted September 2020, page 123.

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2020-2045 Regional Transportation Plan / Sustainable Communities Strategy

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	encouraged. ⁹ Residents and visitors would have access to the various uses in the immediate area within convenient walking distance and/or accessible by bicycle. In addition, the Project encourages active transportation by including 81 bicycle parking stalls and the Project Site is located within walking distance of a Major Transit Stop.
<p>Strategy 2: Promote Diverse Housing Choices</p> <ul style="list-style-type: none"> • Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions 	<p>Consistent. The Project would be consistent with this strategy with development of an underutilized infill lot currently comprised of four vacant commercial buildings, one of which has a vacant second floor residential unit, and a surface parking lot with a mixed-use project comprised of 92 residential units, including 8 Very Low Income units. The Project would contribute to ongoing efforts to bring in varied housing into the West Los Angeles area.</p>
<p>Strategy 3: Leverage Technology Innovations</p> <ul style="list-style-type: none"> • Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based 	<p>Not applicable: Strategy 5 is directed towards SCAG and does not apply to the Project. Regardless, the Project would comply with all applicable regulations intended to reduce GHG-emissions. Overall, the Project would be 15.3 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations.¹⁰ The Project is consistent with the general use designation, density, building intensity, and applicable policies specified for the Project area in SCAG’s RTP/SCS, which pursuant to SB 375 calls for the integration of transportation, land-use and housing policies to plan for achievement of the GHG-emissions target for the region.</p>

⁹ Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, adopted September 2020, page 51.

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<p>system for storing transit and other multi-modal payments</p> <ul style="list-style-type: none"> Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation 	
<p>Strategy 4: Support Implementation of Sustainability Policies</p> <ul style="list-style-type: none"> Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region Continue to support long range planning efforts by local jurisdictions Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to 	<p>Not applicable: Strategy 4 is directed towards SCAG and does not apply to the Project. Regardless, in addition to adhering to smart growth principles of locating infill development adjacent to existing employment centers and public transportation options, the Project would incorporate a wide range of building technologies and design features that would protect the environment by saving energy (which would also reduce air emissions associated with electricity generation), reducing water consumption, making use of recycled materials, and producing better indoor and outdoor environmental quality. Furthermore, the Project would convert an underutilized site into a residential use in the West Los Angeles area that would enhance the built environment in the surrounding Project vicinity and promote interaction with surrounding uses through walking and bicycling. The Project would provide 81 bicycle parking spaces to promote bicycle use. The Project is located in an area that is well-served by rail and bus transit, which would work to reduce automobile trips and associated air emissions, and improve air quality.</p>

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Goals and Strategies	Project Consistency
implementing the Sustainable Communities Strategy	
<p>Strategy 5: Promote a Green Region</p> <ul style="list-style-type: none"> • Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space 	<p>Not applicable: Strategy 5 is directed towards SCAG and does not apply to the Project. Nevertheless, as previously discussed under Goal 7 the Project would support and implement local policies that would promote conversation, recycling, and reclamation.</p>
<p><i>Source: Southern California Association of Governments, 2020-2045 RTP/SCS, September 2020; Table Source: EcoTierra Consulting, 2020.</i></p>	