

# Appendix C

## Consistency with 2020-2045 RTP/SCS Goals

As discussed in **Table C-1** and **Table C-2**, the Project would be substantially consistent with the applicable goals and guiding principles and strategies (respectively) of SCAG's 2020-2045 RTP/SCS.

**Table C-1**  
**Consistency with 2020-2045 RTP/SCS: Goals and Guiding Principles**

Goals and Policies	Project Consistency Assessment
<p><b>Goal 1</b> Encourage regional economic prosperity and global competitiveness.</p>	<p><b>Not Applicable.</b> This goal is directed towards SCAG and the City and does not apply to the Project.</p> <p>However, the Project would construct housing and commercial uses near other commercial, office, and cultural uses in an existing urban area, supporting the regional economic prosperity and global competitiveness of Southern California by providing housing and commercial uses.</p> <p>The Project is also siting market rate and affordable housing within an identified RTP/SCS Job Center.</p>
<p><b>Goal 2</b> Improve mobility, accessibility, reliability, and travel safety for people and goods.</p>	<p><b>Consistent.</b> The Project Site is located in a highly urbanized area of the City and would develop 151 multi-family residential units and approximately 3,690 square feet of commercial land uses within an HQTAs and along a Livable Corridor within a Job Center, as defined by SCAG, and within a TPA as defined by SB 743, and also in close proximity to existing and proposed residences and commercial opportunities.</p> <p>Also, the Project would ensure safe travel at and near the Project Site by ensuring safe vehicular and pedestrian access.</p> <p>In addition, the Project would include lighting of pedestrian pathways adjacent to the Project Site to allow for safe travel.</p> <p>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.</p> <p>Therefore, the Project would allow for mobility, accessibility, reliability, and travel safety for people and goods.</p>
<p><b>Goal 3</b> Enhance the preservation, security, and</p>	<p><b>Not Applicable.</b> This goal is directed toward SCAG</p>

**Table C-1**  
**Consistency with 2020-2045 RTP/SCS: Goals and Guiding Principles**

Goals and Policies	Project Consistency Assessment
resilience of the regional transportation system.	and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
<p><b>Goal 4</b> Increase person and goods movement and travel choices within the transportation system.</p>	<p><b>Consistent.</b> The Project would construct market rate and affordable housing and commercial uses near other commercial, office, and cultural uses and within an identified Job Center. Therefore, Project residents and employees would be able to walk and bike to work, shopping, and entertainment.</p> <p>In addition, the Project Site's location near robust transit opportunities (high frequency bus service at along Vine Street) would further reduce dependence on automobile travel, reducing VMT and associated pollutant emissions.</p> <p>Project residents and guests would have access to residential lobby located at ground level that would provide connectivity to the pedestrian infrastructure adjacent to and in the vicinity of the Project Site.</p> <p>The provision of the ground-floor commercial use would further activate the pedestrian environment of the neighborhood.</p> <p>Finally, the Project would include approximately 103 long-term bicycle parking stalls and 12 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation.</p>
<p><b>Goal 5</b> Reduce greenhouse gas emissions and improve air quality.</p>	<p><b>Consistent.</b> The Project would construct market rate and affordable housing and commercial uses near other commercial, office, and cultural uses and within a designated Job Center. Therefore, Project residents and employees would be able to walk and bike to work, shopping, and entertainment.</p> <p>In addition, the Project Site's location near robust transit opportunities (buses along Vine Street) would further reduce dependence on automobile travel, reducing VMT and associated pollutant emissions.</p> <p>Project residents and guests would have access to a residential lobby located at ground level that would provide connectivity to the pedestrian infrastructure adjacent to and in the vicinity of the Project Site.</p> <p>The provision of the ground-floor commercial use would further activate the pedestrian environment of</p>

**Table C-1**  
**Consistency with 2020-2045 RTP/SCS: Goals and Guiding Principles**

Goals and Policies	Project Consistency Assessment
	<p>the neighborhood.</p> <p>Finally, the Project would include approximately 103 long-term bicycle parking stalls and 12 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation.</p>
<p><b>Goal 6</b> Support healthy and equitable communities.</p>	<p><b>Consistent.</b> The Project would construct housing, and commercial restaurant uses near other commercial, office, and cultural uses and add to housing diversity. Of the 151 proposed dwelling units, 17 of the units would be set aside for rental to households qualifying at the Very Low Income level.</p> <p>Given the urban nature of the Project Site area, and location near Job Center, Project residents and employees would be able to walk and bike to work, shopping, and entertainment uses.</p> <p>In addition, the Project Site's location near robust transit opportunities (buses along Vine Street) would further reduce dependence on automobile travel, reducing the need to own an automobile and pay for parking.</p> <p>Project residents and guests would have access to a residential lobby located at ground level that would provide connectivity to the pedestrian infrastructure adjacent to and in the vicinity of the Project Site.</p> <p>The provision of the ground-floor commercial restaurant use would further activate the pedestrian environment of the neighborhood.</p> <p>Finally, the Project would include approximately 103 long-term bicycle parking stalls and 12 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation and exercise.</p>
<p><b>Goal 7</b> Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p><b>Consistent.</b> The Project includes development of mixed residential (market rate and affordable) and commercial restaurant uses on an infill site in an urbanized area of the City that is near several sources of transit and Job Centers.</p> <p>Finally, the Project would include approximately 103 long-term bicycle parking stalls and 12 short-term bicycle parking stalls.</p> <p>This type of transit-oriented mixed-use project helps to reduce dependence on automobile travel and to reduce</p>

**Table C-1**  
**Consistency with 2020-2045 RTP/SCS: Goals and Guiding Principles**

Goals and Policies	Project Consistency Assessment
	mobile-source GHG emissions.
<b>Goal 8</b> Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<b>Not Applicable.</b> This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
<b>Goal 9</b> Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<b>Consistent.</b> The Project includes development of 151 residential units, in addition to ground floor commercial uses.  Of the 151 proposed units, 17 of the units would be set aside for rental to households qualifying at the Very Low Income level.
<b>Goal 10</b> Promote conservation of natural and agricultural lands and restoration of habitats.	<b>Consistent.</b> The Project is an infill development that would not affect any natural or agricultural lands or restoration of habitats.
<b>Guiding Principle 1</b> Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
<b>Guiding Principle 2</b> 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.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
<b>Guiding Principle 3</b> Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing and implementing growth strategies.
<b>Guiding Principle 4</b> 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.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
<b>Guiding Principle 5</b> Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
<b>Guiding Principle 6</b> Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	<b>Not Applicable.</b> This principle is directed toward SCAG that has the responsibility of monitoring the progress of Connect SoCal.
<b>Guiding Principle 7</b> Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
Source: 2020-2045 RTP/SCS, 2020.	

**Table C-2**  
**Consistency with 2020-2045 RTP/SCS: Strategy**

Strategy	Project Consistency Assessment
<b>Focus Growth Near Destinations &amp; Mobility Options</b>	
<p><b>Strategy:</b> Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.</p>	<p><b>Consistent.</b> The Project would construct housing and commercial uses near existing sources of employment, shopping, entertainment, and robust transit opportunities (buses along Vine Street).</p> <p>Project residents and guests would have access to a residential lobby located at ground level that would provide connectivity to the pedestrian infrastructure adjacent to and in the vicinity of the Project Site.</p> <p>The provision of the ground-floor commercial use would further activate the pedestrian environment of the neighborhood.</p> <p>Also, the Project would include approximately 103 long-term bicycle parking stalls and 12 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation.</p> <p>Project users would have multiple sources of access to local destinations.</p>
<p><b>Strategy:</b> 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.</p>	<p><b>Consistent.</b> The Project includes development of mixed residential and commercial uses on an infill site in an urbanized area of the City that is near several sources of transit, employment (i.e., Job Centers), shopping, and entertainment.</p> <p>Also, the Project would include approximately 103 long-term bicycle parking stalls and 12 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation.</p> <p>This type of transit-oriented mixed-use project helps to reduce dependence on automobile travel and to reduce commute times.</p>
<p><b>Strategy:</b> Plan for growth near transit investments and support implementation of first/last mile strategies.</p>	<p><b>Consistent.</b> The Project includes development of mixed residential and commercial uses on an infill site in an urbanized area of the City that is near several sources of transit, including buses along Vine Street.</p> <p>Also, the Project includes pedestrian improvements and 103 long-term bicycle parking stalls and 12 short-term bicycle parking stalls.</p> <p>The Project's inclusion of pedestrian amenities and bicycle parking would support implementation of first/last mile strategies for people traveling to and from the Project Site from the buses along Vine Street.</p>

**Table C-2**  
**Consistency with 2020-2045 RTP/SCS: Strategy**

Strategy	Project Consistency Assessment
<p><b>Strategy:</b> Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.</p>	<p><b>Consistent.</b> The Project includes development of mixed residential and commercial uses on an infill site, in an urbanized area of the City that is near several sources of transit, including buses along Vine Street.</p> <p>The Project's redevelopment of the Site would allow for the inclusion of additional needed residential units to be constructed, including 18 units reserved for Extremely Low Income households.</p>
<p><b>Strategy:</b> Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.</p>	<p><b>Consistent.</b> The Project includes development of mixed residential and commercial uses on an infill site, in an urbanized area of the City that is near several sources of transit, including buses along Vine Street.</p> <p>Project residents and guests would have access to a residential lobby located at ground level that would provide connectivity to the pedestrian infrastructure adjacent to and in the vicinity of the Project Site.</p> <p>The provision of the ground-floor commercial restaurant use would further activate the pedestrian environment of the neighborhood.</p> <p>Additionally, the Project would include approximately 103 long-term bicycle parking stalls and 12 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation as another form of connectivity with the existing neighborhood.</p>
<p><b>Strategy:</b> 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).</p>	<p><b>Consistent.</b> The Project's location near several sources of transit, including buses along Vine Street , would reduce reliance of the automobile and solo car trips.</p> <p>Also, the Project includes pedestrian improvements and includes approximately 103 long-term bicycle parking stalls and 12 short-term bicycle parking stalls, which would further reduce reliance on the automobile, VMT, and associated pollutant emissions.</p>
<p><b>Strategy:</b> Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking).</p>	<p><b>Consistent.</b> The Project includes 80 vehicle parking spaces for the residential and approximately 7 vehicle parking spaces for the commercial uses.</p> <p>Of these parking spaces, 35 percent would be electric vehicle (EV) spaces, 10 percent of which would be full EV installed.</p> <p>Also, the Project includes approximately 103 long-term bicycle parking stalls and 12 short-term bicycle parking stalls.</p>

**Table C-2**  
**Consistency with 2020-2045 RTP/SCS: Strategy**

Strategy	Project Consistency Assessment
<b>Promote Diverse Housing Choices</b>	
<p><b>Strategy:</b> Preserve and rehabilitate affordable housing and prevent displacement.</p>	<p><b>Consistent.</b> The Project Site contains no existing housing units. Therefore, there is no need for tenant relocation assistance pursuant to the City's Rent Stabilization Ordinance and Ellis Act regulations.</p> <p>The Project would provide 151 multi-family residential units, including 17 Very Low Income affordable housing units, resulting in an increase of both total residential units and restricted affordable units at the Project Site.</p> <p>Very Low Income units provide deep affordability level and benefit among the various types of deed restricted affordable units (i.e., Extremely Low, Very Low, Low and Moderate Income).</p>
<p><b>Strategy:</b> Identify funding opportunities for new workforce and affordable housing development</p>	<p><b>Consistent.</b> Although the Project is not responsible for identifying funding opportunities for a new workforce, the Project does include 3,690 square feet of commercial uses, which would provide employment for approximately 15 people.</p> <p>Also, of the 151 proposed residential units, 17 of the units would be set aside for rental to households qualifying at the Very Low Income level without any public subsidy.</p>
<p><b>Strategy:</b> Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.</p>	<p><b>Not Applicable.</b> This strategy is directed to jurisdictions/agencies that can create incentives and have control over regulations.</p>
<p><b>Strategy:</b> Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.</p>	<p><b>Consistent.</b> Although the Project has no control over the City's policy making, the Project does include development of mixed residential and commercial uses on an infill site, in an urbanized area of the City that is near several sources of transit, including buses along Vine Street.</p> <p>Also, the Project includes pedestrian improvements and includes approximately 103 long-term bicycle parking stalls and 12 short-term bicycle parking stalls. This type of transit-oriented mixed-use project supports growth near transit as a way to reduce reliance on the automobile, VMT, and associated pollutant emissions.</p>
<b>Leverage Technology Innovations</b>	
<p><b>Strategy:</b> Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and</p>	<p><b>Consistent.</b> The Project would include approximately 103 long-term bicycle parking stalls and 12 short-term bicycle parking stalls.</p>

**Table C-2**  
**Consistency with 2020-2045 RTP/SCS: Strategy**

Strategy	Project Consistency Assessment
scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space.	Also, 35 percent of the Project's vehicle parking spaces would be EV spaces.
<b>Strategy:</b> Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments.	<b>Not Applicable.</b> Although this strategy is not applicable to the Project, the Project would not inhibit its implementation.
<b>Strategy:</b> Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation.	<b>Not Applicable.</b> As a predominantly infill residential development the Project has no authority to develop sources of power.
<b>Support Implementation of Sustainability Policies</b>	
<b>Strategy:</b> Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions.	<b>Not Applicable.</b> This strategy is directed at SCAG and other jurisdictions/agencies. However, the Project's provision of both residential and commercial uses near multiple Job Centers and robust transit options, including buses along Vine Street, would allow Project residential, employees, and guests to be able to walk or bike to work, shopping, or entertainment uses, thereby reducing VMT and greenhouse gas emissions.
<b>Strategy:</b> Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations.	<b>Not Applicable.</b> This strategy is directed at SCAG and other jurisdictions/agencies. However, the Project involves the development of residential and commercial uses within an HQTAs and in close proximity to buses along Vine Street.
<b>Strategy:</b> 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.	<b>Not Applicable.</b> This strategy is directed at SCAG and other jurisdictions/agencies.
<b>Strategy:</b> Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.	<b>Not Applicable.</b> This strategy is directed at SCAG and other jurisdictions/agencies.
<b>Strategy:</b> Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.	<b>Not Applicable.</b> This strategy is directed at SCAG and other jurisdictions/agencies.
<b>Strategy:</b> Continue to support long range planning efforts by local jurisdictions.	<b>Not Applicable.</b> This strategy is directed at SCAG and other jurisdictions/agencies.
<b>Strategy:</b> Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities	<b>Not Applicable.</b> This strategy is directed at SCAG and other jurisdictions/agencies.

**Table C-2**  
**Consistency with 2020-2045 RTP/SCS: Strategy**

Strategy	Project Consistency Assessment
Strategy.	
<b>Promote a Green Region</b>	
<b>Strategy:</b> 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.	<b>Not Applicable.</b> This strategy is directed at SCAG and other jurisdictions/agencies.
<b>Strategy:</b> Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.	<b>Not Applicable.</b> This strategy is directed at SCAG and other jurisdictions/agencies.
<b>Strategy:</b> Integrate local food production into the regional landscape.	<b>Not Applicable.</b> This strategy is directed at SCAG and other jurisdictions/agencies.
<b>Strategy:</b> Promote more resource efficient development focused on conservation, recycling and reclamation.	<p><b>Not Applicable.</b> This strategy is directed at SCAG and other jurisdictions/agencies.</p> <p>However, the Project will exceed Title 24 efficiency standards and reduce water consumption when compared to the regional average household consumption. The Project will incorporate low-impact sustainable design features and components to conserve resources.</p> <p>The Project will be at least 15 percent more energy efficient than Chapter 6 of Title 24 California Code of Regulation standards.</p> <p>Additionally, the Project includes numerous water-efficient design features, such as water efficient fixtures, drought tolerant landscaping, and water efficient irrigation.</p> <p>The building and landscaping will achieve at least 25 percent greater water usage than the average household in the region.</p>
<b>Strategy:</b> Preserve, enhance and restore regional wildlife connectivity.	<b>Consistent.</b> The Project is an infill development in an urbanized area and would not interfere with regional wildlife connectivity.
<b>Strategy:</b> Reduce consumption of resource areas, including agricultural land.	<b>Consistent.</b> The Project is an infill development in an urbanized area would not affect any agricultural land.
<b>Strategy:</b> Identify ways to improve access to public park space.	<b>Consistent.</b> The Project is an infill development in an urbanized area would not interfere with access to public park space.
Source: 2020-2045 RTP/SCS, 2020.	