

## Appendix C

Project Consistency with SCAG's 2020-2045 RTP/SCS

# APPENDIX C

## PROJECT CONSISTENCY WITH SCAG'S 2020-2045 RTP/SCS

As demonstrated on Table C-1, the Project would be substantially consistent with the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS).

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

Goals and Guiding Principles	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 of Los Angeles (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.</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 Transit Priority Area (TPA) and a High Quality Transit Area (HQTA) just west of Downtown Los Angeles that provides opportunities for walking, biking, and public transportation, in a high-density urban center that includes sources of employment, shopping, and entertainment. The Project Site is served by numerous existing bus lines, including Metro Local Lines 30, 204, and Metro Rapid 754. The Project includes infill development of the Project Site with a six-story (a maximum building height of 78 feet), 114,450-square-foot multi-family residential building, including 127 affordable housing units and one market-rate manager's unit. In addition, the Project would adaptively reuse an existing single-family residence for residential amenities, consisting of an additional 7,687 square feet. The dwelling unit mix includes 24 studio units, 39 1-bedroom units, 33 2-bedroom units, and 32 3-bedroom units. Additionally, the Project includes design elements that would create bicycle and pedestrian-oriented amenities including a total of 98 bicycle parking spaces (89 long-term spaces and 9 short-term spaces), which meets the LAMC's requirements for bicycle parking spaces. Given the fact that the Project would develop new low-income residential units within walking</p>

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<b>Goals and Guiding Principles</b>	<b>Consistency Assessment</b>
	distance of existing transit stops, the Project would provide accessibility for residents to use public transit for work and personal trips. Thus, the Project would encourage the utilization of transit, bicycling, and walking as modes of transportation to and from the Project Site and contribute to the productivity and use of the regional transportation system by providing housing near transit. The Project is consistent with this goal..
<b>Goal 3</b> Enhance the preservation, security, and resilience of the regional transportation system.	<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 4</b> Increase person and good movement and travel choices within the transportation system.	<b>Consistent.</b> The Project would construct housing units in a walkable urban neighborhood near existing sources of employment and shopping. The Project would include 89 long-term bicycle parking spaces and 9 short-term parking spaces. The Project Site is in close proximity to robust transit, including Metro Local Lines 30, 204, and Metro Rapid 754. Thus, the Project would increase personal mobility and provide increased travel choices to residents.
<b>Goal 5</b> Reduce greenhouse gas emissions and improve air quality.	<b>Consistent.</b> The Project includes the infill development of a site located in a densely-developed area of the City, with 128 multi-family residential units. The Project Site is in close proximity to sources of employment and shopping and to transit lines, including Metro Local Lines 30, 204, and Metro Rapid 754, that would allow for users of the Project to travel via transit rather than via vehicle. In addition, the Project's inclusion of 98 bicycle parking spaces would encourage cycling as a mode of transportation. The Project would thereby contribute to an overall reduction in vehicle miles traveled (VMT) and associated GHG emissions.
<b>Goal 6</b> Support healthy and equitable communities.	<b>Consistent.</b> The Project would construct housing near existing sources of employment and shopping. Project residents would be able to walk and bike to work/home and to shop. In addition, the Project Site's location near robust transit opportunities would further reduce dependence on automobile travel, reducing VMT and associated pollutant emissions. Also, the Project would include approximately 89 long-term bicycle

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<b>Goals and Guiding Principles</b>	<b>Consistency Assessment</b>
	parking stalls and 9 short-term bicycle parking spaces, which would encourage bicycling as a form of transportation. By developing new affordable housing and facilitating alternatives to driving, the Project would support healthy and equitable communities.
<b>Goal 7</b> Adapt to a changing climate and support an integrated regional development pattern and transportation network.	<b>Consistent.</b> The Project includes development of residential units on an infill site in an urbanized area of the City that is near several sources of transit. Also, the Project includes 98 bicycle parking spaces. This type of transit-oriented residential project helps to reduce dependence on automobile travel and to reduce 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 127 affordable residential units and one market-rate manager's unit, on a site that is located in close proximity to transit, including Metro Local Lines 30, 204, and Metro Rapid 754. Also, the Project includes 98 bicycle parking spaces, which would support residents who choose to travel via bicycle. Further, the Project Site is located in close proximity to sources of employment and shopping, which would allow residents of the Project to walk to work and shopping
<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.

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<b>Goals and Guiding Principles</b>	<b>Consistency Assessment</b>
<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 the 2020-2045 RTP/SCS.
<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.
<i>Source: Southern California Association of Governments, 2020-2045 RTP/SCS, September 2020.</i>	