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February 16, 2021

Los Angeles City Council
c/o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: PLUM Committee

Dear Honorable Members:

SUPPLEMENTAL TRANSMITTAL FOR 414 CROCKER STREET (412 – 426 CROCKER STREET, 414 – 425 TOWNE AVENUE); CF 21-0118-S1

Attached please find supplemental material demonstrating that the Sustainable Communities Project Exemption from CEQA for this project complies with the updated 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS.)

Sincerely,

VINCENT P. BERTONI, AICP
Director of Planning

Deborah Kahen

Deborah Kahen, AICP
Senior City Planner

VPB:LW:JC:DK

PROJECT CONSISTENCY WITH THE STRATEGIES OF THE SCAG 2020-2045 RTP/SCS

The Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also referred to as Connect SoCal, was adopted on September 3, 2020. SCAG works to support local jurisdictions and partnerships by identifying ways to implement the SCS in a way that fits the vision and needs of each local community. As part of the 2020-2045 RTP/SCS, SCAG also characterized and identified priority growth areas (PGAs), which were used to help direct future growth of employment and households. These PGAs include, but are not limited to, transit priority areas (TPAs), high quality transit areas (HQTAs), livable corridors, and job centers. According to SCAG's GIS data maps and Sustainable Communities Strategy Technical Report (2020), the Project site is located in multiple priority growth areas, including a TPA, HQTA, and job center.¹²³

The 2020-2045 RTP/SCS also includes implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region. These strategies are intended to be supportive of implementing the regional SCS. The following table evaluates the Project's consistency with the strategies of the SCAG 2020-2045 RTP/SCS.

Implementation Strategy	Project Consistency
<p>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 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>Consistent. The Project would involve demolition of the existing, vacant one-story manufacturing building for construction of a 178,200-square-foot mixed-use development that would consist of 173 affordable housing units and two manager's units; 8,691 square feet of ground-floor commercial space; and a subterranean parking garage. The existing on-site building was most recently used to manufacture rice cakes until 2017. The Project site is immediately surrounded by one- to three-story light industrial buildings in all directions and a five-story parking lot to the west across Crocker Street. The larger Project area consists of a diverse mix of commercial, light industrial, and residential development with approximate heights between one and seven stories. Therefore, the Project would redevelop an underutilized nonresidential use to provide affordable housing with commercial use to simultaneously increase, and encourage a balance of, housing opportunities and local employment.</p> <p>The Project site is in a transit-rich and pedestrian accessible location with connectivity to many areas in the City. The Metro L Line Little Tokyo/Arts District station is approximately 0.4-mile north of the site, with service between Azusa and East Los Angeles. The</p>

¹ SCAG. Sustainable Communities Strategy. Technical Report. Adopted on September 3rd, 2020. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_sustainable-communities-strategy.pdf?1606002097.

² SCAG. Transit Priority Areas (TPA) 2045 – SCAG Region. June 2019. Available online at: <https://gisdata-scag.opendata.arcgis.com/datasets/transit-priority-area-tpa-2045-scag-region?geometry=-118.245%2C34.043%2C-118.238%2C34.045>.

³ SCAG. High Quality Transit Areas (HQTA) 2045 – SCAG Region. June 2019. Available online at: <https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2045-scag-region?geometry=-118.321%2C34.054%2C-118.117%2C34.103>.

Implementation Strategy	Project Consistency
	<p>Project site is also in proximity to multiple bus stops with high frequency transit service including DASH Downtown Line A and Metro lines 18, 53, and 62, and Metro Rapid bus line 720. Near the Project site, Tier 1 bike lanes are provided along Main Street, 3rd Street, and Central Avenue; a Tier 2 bike lane is provided along 3rd Street; and a bicycle path is provided along Alameda Street. The Project would encourage the utilization of transit due to its proximity to the Metro L Line Little Tokyo/Arts District Station, bus lines, and bicycle lanes.</p> <p>The Project's subterranean parking garage would include 29 parking stalls, 111 long-term bicycle stalls, and 12 short-term bicycle stalls. The provision of bicycle parking within the parking garage would promote safety for bicyclists and their equipment. In addition, the provision of more bicycle stalls than vehicle stalls would encourage alternative means of transportation and reduce vehicle use.</p>
<p>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 involve demolition of the existing one-story manufacturing building for construction of a mixed-use development that would consist of 173 affordable housing units and two managers' units (i.e., 86 studio units, 60 one-bedroom units, and 29 two-bedroom units), and 8,691 square feet of ground-floor commercial space. Therefore, the Project would provide multiple housing choices and would not result in the displacement of existing residences or affordable housing.</p> <p>In addition, the Project would provide affordable housing with commercial use to simultaneously increase housing supply and local employment. The Project would also provide 10,134 square feet of open space, including community space, a courtyard, and a tot lot area, which would encourage a reduction in vehicle trips to off-site recreational uses. At buildout, the Project would include ENERGY STAR appliances and WaterSense-labeled water fixtures and also be LEED-certified Gold. Therefore, the Project includes features that would minimize greenhouse gas emissions.</p>

Implementation Strategy	Project Consistency
<p>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 system for storing transit and other multi-modal payments Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation 	<p>Consistent. To promote low emission technologies, the Project’s subterranean parking garage would include 29 parking stalls, 111 long-term bicycle stalls, and 12 short-term bicycle stalls. The provision of bicycle parking within the parking garage would promote safety for bicyclists and their equipment. In addition, the provision of more bicycle stalls than vehicle stalls would encourage alternative means of transportation. Near the Project site, Tier 1 bike lanes are provided along Main Street, 3rd Street, and Central Avenue; a Tier 2 bike lane is provided along 3rd Street; and a bicycle path is provided along Alameda Street. Furthermore, based on the findings of the Energy Analysis Report prepared for the project by Stok in April 2020, the Project would be at least 15 percent more energy efficient than the applicable Title 24 of the CCR standards. The Project would also be designed to achieve at least 25 percent less water usage than the average household use in the region. The Project would achieve its energy and water efficiency through the implementation of multiple measures including implementation of high-efficiency WaterSense-labeled water fixtures (low-flow faucets, aerators, toilets, and showerheads), ENERGY STAR appliances (clothes washers), and native plants as 75 percent of the landscaped area. In addition, with these features, the Project would achieve LEED Gold certification. The second and third strategies do not apply to site-specific development projects.</p>
<p>Support Implementation of Sustainability Policies</p> <ul style="list-style-type: none"> Pursue funding opportunities to support local sustainable development implementation projects that reduce GHG 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 decision makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy 	<p>Not applicable. These policies are directed towards SCAG and the City of Los Angeles and does not apply to the Project. Nonetheless, the Project would support the use of mass transit, walking, and bicycling since the Project would locate mixed-use residential and commercial development on a site that is located near numerous bus lines, a Metro Rail Station, and bicycle lanes. Given that the Project would develop residential uses within walking distance of existing bus lines and a light rail transit station, and would also provide long-term and short-term bicycle parking, the Project would provide opportunities for residents and visitors to use public transit for work trips and walk to retail businesses near the Project area. Therefore, the Project would contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit and reduce GHG emissions associated with vehicle use. Furthermore, the Project would be at least 15 percent more energy efficient than the applicable Title 24 of the CCR standards and would also be designed to achieve at least 25 percent less water usage than the average household use in the region.</p>
<p>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 	<p>Consistent. The Project is an infill development that would involve construction of residential uses in an urbanized area and would therefore not interfere with regional wildlife connectivity or convert agricultural land. Furthermore, the Project would be at least 15 percent</p>

Implementation Strategy	Project Consistency
<ul style="list-style-type: none">▪ 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>more energy efficient than the applicable Title 24 of the CCR standards. The Project would also be designed to achieve at least 25 percent less water usage than the average household use in the region. The Project site is in transit-rich and pedestrian accessible locations with connectivity to many areas, such as public park space, in the City. Nonetheless, the Project would also provide 10,134 square feet of open space, including community space, a courtyard, and a tot lot area, which would encourage a reduction in vehicle trips to off-site recreational uses. Therefore, the project would reduce typical consumption of resources, including energy and water resources, and would support development of a green region.</p>

Source: SCAG 2020-2045 RTP/SCS (Connect SoCal). Adopted on September 3rd, 2020. Available online at:
https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176.
