

Land Use Consistency Tables

SCAG 2020-2045 RTP/SCS

As discussed below in Table 1, the Project would not conflict with the applicable goals and policies of SCAG’s 2020-2045 RTP/SCS. Additionally, as discussed in Table 2, the Project would not conflict with the applicable strategies of SCAG’s 2020-2045 RTP/SCS.

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

Goals and Guiding Principles	Consistency Assessment
<p>Goal 2 Improve mobility, accessibility, reliability, and travel safety for people and goods.</p>	<p>No Conflict. The Project Site is located in a highly urbanized area in the City and would develop 312 multi-family residential units and approximately 7,100 square feet of retail/restaurant land uses within an HQTAs, as defined by SCAG, and within a transit priority area as defined by SB 743, and also in close proximity to existing and proposed residences and commercial opportunities. Therefore, the Project would not conflict with the region’s attainment of this goal. Also, the Project would ensure safe travel at and near the Project Site by improving the public sidewalks adjacent to Project Site and ensuring safe vehicular and pedestrian access. In addition, the Project would include lighting of pedestrian pathways adjacent to the Project Site to allow for safe travel. 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. Therefore, the Project would allow for mobility, accessibility, reliability, and travel safety for people and goods and would not conflict with this goal.</p>
<p>Goal 4 Increase person and goods movement and travel choices within the transportation system.</p>	<p>No Conflict. The Project would construct housing and neighborhood-serving retail/restaurant uses near other commercial, office, and cultural/entertainment uses. Therefore, Project residents and employees would be able to walk and bike to work, to shopping, and to entertainment. In addition, the Project Site’s location near robust transit opportunities (bus and rail) would further reduce dependence on automobile travel, reducing VMT and associated</p>

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	<p>pollutant emissions.</p> <p>The Project would also provide an enhanced sidewalk on Grand Avenue that is 20 feet in width, which would promote an inviting pedestrian experience. The provision of ground floor retail/restaurant spaces, including the potential for outdoor dining spaces, would further activate the pedestrian environment of the neighborhood. Finally, the Project would include approximately 157 long-term bicycle parking stalls and 19 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation.</p>
<p>Goal 5 Reduce greenhouse gas emissions and improve air quality.</p>	<p>No Conflict. In addition to the 2020-2045 RTP/SCS, the Project complies with applicable plans, policies, regulations, and GHG emissions reduction actions/strategies outlined in the <i>Climate Change Scoping Plan and Update</i> and the Green New Deal/Sustainable City pLAn (see analysis provided in Section VIII, Greenhouse Gas Emissions, of the Initial Study). The Project would also comply with the Los Angeles Green Building Code, which is based on the California Green Building Standards Code (CalGreen).</p> <p>The Project would construct housing and neighborhood-serving retail/restaurant uses near other commercial, office, and cultural/entertainment uses. Therefore, Project residents and employees would be able to walk and bike to work, to shopping, and to entertainment. In addition, the Project Site's location near robust transit opportunities (bus and rail) would further reduce dependence on automobile travel, reducing VMT and associated pollutant emissions.</p> <p>The Project would also provide an enhanced sidewalk on Grand Avenue that is 20 feet in width, which would promote an inviting pedestrian experience. The provision of ground floor retail/restaurant spaces, including the potential for outdoor dining spaces, would further activate the pedestrian environment of the neighborhood. Finally, the Project would include approximately 157 long-term bicycle parking stalls and 19 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation and reduce mobile-source GHG and other pollutant emissions.</p>

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<p>Goal 6 Support healthy and equitable communities.</p>	<p>No Conflict. The Project would construct housing and neighborhood-serving retail/restaurant uses near other commercial, office, and cultural/entertainment uses and add to housing diversity. Given the urban nature of the Project Site area, Project residents and employees would be able to walk and bike to work, to shopping, and to entertainment uses. In addition, the Project Site's location near robust transit opportunities (bus and rail) would further reduce dependence on automobile travel, reducing the need to own an automobile and pay for parking.</p> <p>The Project would also provide an enhanced sidewalk on Grand Avenue that is 20 feet in width, which would promote an inviting pedestrian experience. While the Project would remove two streets located adjacent to the Project Site on Grand Avenue, the Project would include two rows of new street trees on Grand Avenue. The provision of ground floor retail/restaurant spaces, including the potential for outdoor dining spaces, would further activate the pedestrian environment of the neighborhood. Finally, the Project would include approximately 157 long-term bicycle parking stalls and 19 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation.</p>
<p>Goal 7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p>No Conflict. The Project includes development of mixed residential and retail/restaurant uses on an infill site in an urbanized area of the City that is near several sources of transit, which is the type of development that is envisioned by SCAG for Downtown Los Angeles. Also, the Project includes pedestrian improvements, including a 20-foot sidewalk on Grand Avenue, and 176 total bicycle parking spaces. This type of transit-oriented mixed-use project helps to reduce dependence on automobile travel and to reduce mobile-source GHG emissions.</p>
<p>Goal 9 Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>No Conflict. The Project includes development of 312 residential units, in addition to ground floor retail/restaurant uses. The 312 units would include a mix of studio, 1-bedroom, 2-bedroom, and 3-bedroom units, providing a mix of housing types in an urbanized area of the City that is near several sources of transit, including the Metro Rail Pico Station, the Metro 7th and Figueroa Street Station,</p>

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Consistency with 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
	and several local and commuter bus routes.
Goal 10 Promote conservation of natural and agricultural lands and restoration of habitats.	No Conflict. The Project is an infill development that would not affect any natural or agricultural lands or restoration of habitats.
Guiding Principle 1 Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 2 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.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 3 Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing and implementing growth strategies.
Guiding Principle 4 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.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 5 Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
Guiding Principle 6 Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	Not Applicable. This principle is directed toward SCAG that has the responsibility of monitoring the progress of Connect SoCal.
Source: 2020-2045 RTP/SCS, 2020.	

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

Strategies	Consistency Assessment
<i>Focus Growth Near Destinations & Mobility Options</i>	
<p>Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.</p>	<p>No Conflict. The Project would construct housing and neighborhood-serving retail/restaurant uses near existing sources of shopping and employment and robust transit opportunities (i.e., bus and rail lines). Therefore, the Project includes the type of land uses that are envisioned by SCAG for transit priority areas generally, and Downtown Los Angeles specifically.</p> <p>The Project would also provide an enhanced sidewalk on Grand Avenue that is 20 feet in width, which would promote an inviting pedestrian experience. The provision of ground floor retail/restaurant spaces, including the potential for outdoor dining spaces, would further activate the pedestrian environment of the neighborhood. Finally, the Project would include approximately 157 long-term bicycle parking stalls and 19 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation. Project users would have multiple sources of access to local destinations.</p>
<p>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>No Conflict. The Project includes development of mixed residential and retail/restaurant uses on an infill site in an urbanized area of the City that is near several sources of transit. Also, the Project includes pedestrian improvements and 176 bicycle parking spaces. This type of transit-oriented mixed-use project helps to reduce dependence on automobile travel and to reduce commute times.</p> <p>The Project Site is also located within the Downtown Los Angeles job center. Therefore, the Project's provision of housing would help attain a jobs/housing balance within the job center.</p>
<p>Plan for growth near transit investments and support implementation of first/last mile strategies.</p>	<p>No Conflict. The Project includes development of mixed residential and retail/restaurant uses on an infill site in an urbanized area of the City that is near several sources of transit, including the Metro Rail Pico Station, the Metro 7th and Figueroa Street Station, and several local and commuter bus routes. Also, the Project includes pedestrian improvements and 176 bicycle parking spaces. The Project's inclusion of pedestrian amenities and bicycle parking would support implementation of first/last mile strategies for people traveling to</p>

Table 2
Consistency with 2020-2045 RTP/SCS: Strategies

Strategies	Consistency Assessment
	and from the Project Site from the existing bus and rail lines.
Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.	No Conflict. The Project includes development of mixed residential and retail/restaurant uses on an infill site, in an urbanized area of the City that is near several sources of transit, including the Metro Rail Pico Station, the Metro 7 th and Figueroa Street Station, and several local and commuter bus routes. The Project's redevelopment of a surface parking lot and existing commercial building would allow for the construction of additional needed residential units.
Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.	<p>No Conflict. The Project includes development of mixed residential and retail/restaurant uses on an infill site, in an urbanized area of the City that is near several sources of transit, including the Metro Rail Pico Station, the Metro 7th and Figueroa Street Station, and several local and commuter bus routes.</p> <p>The Project would also provide an enhanced sidewalk on Grand Avenue that is 20 feet in width, which would promote an inviting pedestrian experience. The provision of ground floor retail/restaurant spaces, including the potential for outdoor dining spaces, would further activate the pedestrian environment of the neighborhood. Finally, the Project would include approximately 157 long-term bicycle parking stalls and 19 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation as another form of connectivity with the existing neighborhood.</p>
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).	No Conflict. The Project's location near several sources of transit, including the Metro Rail Pico Station, the Metro 7 th and Figueroa Street Station, and several local and commuter bus routes, would reduce reliance of the automobile and solo car trips. Also, the Project includes pedestrian improvements and 176 bicycle parking spaces, which would further reduce reliance on the automobile, VMT, and associated pollutant emissions.
Promote Diverse Housing Choices	

Table 2
Consistency with 2020-2045 RTP/SCS: Strategies

Strategies	Consistency Assessment
Promote a Green Region	
Preserve, enhance and restore regional wildlife connectivity.	No Conflict. The Project is an infill development in an urbanized area and would not interfere with regional wildlife connectivity.
Reduce consumption of resource areas, including agricultural land.	No Conflict. The Project is an infill development in an urbanized area would not affect any agricultural land.
Source: 2020-2045 RTP/SCS, 2020.	

General Plan Framework Element

The Project's consistency with the General Plan Framework Element land use policies is discussed below in Table 3, below.

Table 3
Project Consistency with Applicable Policies of the Framework Element

Objectives and Policies	Project Consistency
Framework Element: Land Use Chapter	
Policy 3.1.1 Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.	No Conflict. While this policy is directed at the City, the Project would introduce a mixed-use development to the Project Site, and would provide uses consistent with the existing land use designation for the Project Site. The Project Site is within walking and/or biking distance of an existing job center (Downtown Los Angeles) and numerous retail and commercial uses. The Project would provide housing and employment opportunities, as well as commercial uses, to serve current residents in the Project area and future residents at the Project Site.
Policy 3.2.2 Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.	No Conflict. While this policy is directed at the City, the Project is an infill development that includes redevelopment of the Project Site with a mixed-use development, including up to 312 dwelling units and approximately 7,100 square feet of retail/restaurant uses, as well as associated amenities. The uses proposed as part of the Project are consistent with the existing land use designation for the Project Site. The Project Site is within walking and/or biking distance of an existing job center (Downtown Los Angeles) and numerous retail and commercial uses. The Project would

Table 3
Project Consistency with Applicable Policies of the Framework Element

Objectives and Policies	Project Consistency
	<p>provide housing and employment opportunities, as well as commercial uses, to serve current residents in the Project area and future residents at the Project Site. The Project Site is in close proximity to existing bus lines and two Metro Rail lines. Finally, the Project would encourage bicycling with the inclusion of approximately 176 bicycle parking spaces.</p>
<p>Policy 3.2.3 Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.</p>	<p>No Conflict. The Project Site is located in an area of high pedestrian activity, particularly along key corridors such as Grand Avenue and 12th Street near the Project Site. Based on the existing level of pedestrian activity, it is anticipated that there would continue to be a high level of pedestrian activity in the area as well as to and from the Project Site, and the Project Site would be accessible from nearby public bus and rail transit stops.</p> <p>The Project would also provide an enhanced sidewalk on Grand Avenue that is 20 feet in width, which would promote an inviting pedestrian experience. The provision of ground floor retail/restaurant spaces, including the potential for outdoor dining spaces, would further activate the pedestrian environment of the neighborhood. Finally, the Project would include approximately 157 long-term bicycle parking stalls and 19 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation.</p>
<p>Policy 3.4.1 Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.</p>	<p>No Conflict. The Project is an infill development that includes redevelopment of the Project Site with a mixed-use development, including up to 312 residential dwelling units and approximately 7,100 square feet of retail/restaurant uses, which are consistent with the Project Site's existing land use designation. In addition, the Project is located in an area that is envisioned by the Framework Element as a downtown center. The Project Site is in proximity to numerous existing bus lines, as well as two Metro Rail lines. In addition, the Project would be located near commercial uses and employment areas in downtown Los Angeles. Finally, the Project would encourage bicycling with the inclusion of approximately 176 bicycle parking spaces.</p>
<p>Source: City of Los Angeles Framework Element of the General Plan.</p>	

The Project's consistency with the Central City Community Plan is discussed on Table 4, below.

Table 4
Project Consistency with the Applicable Policies of the
Central City Community Plan

Objectives and Policies	Consistency Discussion
Residential	
1-1 To promote development of residential units in South Park.	No Conflict. The Project includes the development of 312 residential units in South Park, on a site that is zoned for such uses.
1-2 To increase the range of housing choices available to Downtown employees and residents.	No Conflict. The Project includes the development of 312 residential units that would be available to employees and residents of the area. The Project's 312 residential units include a mix of studio, 1-bedroom, 1-bedroom + den, 2-bedroom, and 3-bedroom units, which would provide a wide range of housing choices at the Project Site.
Commercial	
2-1.2 To maintain a safe, clean, attractive, and lively environment.	No Conflict. The Project includes infill development of multi-family residential and retail/restaurant land uses that are allowed under the existing land use designation and zoning in downtown Los Angeles. The Project would include on-site maintenance and security systems. The Project would be designed and constructed to meet the City's design and landscaping standards.
2-2.1 Focus on attracting businesses and retail uses that build on existing strengths of the area in terms of both the labor force, and businesses.	No Conflict. The Project includes retail/restaurant uses, which would support the proposed residential land uses and would provide employment. The proposed residential uses would provide an option for housing for people who work in the area, and the proposed commercial (retail and restaurant uses) would provide additional shopping and dining options for those who work and/or live in the area.
2-2.3 Support the growth of neighborhoods with small, local retail services.	No Conflict. The Project includes approximately 7,100 square feet of neighborhood-serving retail/restaurant uses, which would support the proposed residential land uses and would provide employment.
Source: Central City Community Plan.	