

Attachment B
Consistency with the Goals of
the 2016-2040 Regional
Transportation
Plan/Sustainable Communities
Strategy



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The following evaluates the Project's consistency with the goals and benefits of the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS). Only goals and benefits that are applicable to the Project are discussed below.

2016 RTP/SCS Goal 2: Maximize mobility and accessibility for all people and goods in the region.

The Project proposes the development of a 137-unit housing development, 136 of which would be restricted to low income households. The City of Los Angeles (City) has 35 established Community Plans that guide the physical development of neighborhoods in the City by establishing the goals and policies for land use and provide specific, neighborhood-level detail, relevant policies, and implementation strategies necessary to achieve the City's long-range overarching General Plan objectives. The Project Site, located at 1917-2005 1/2 W. 3rd Street, is approximately 30,432 sf and is within the Westlake Community Plan area.

The City has conducted a comprehensive study that describes the baseline health conditions in the City and provides a context for understanding the demographic conditions, social and economic factors, physical environment, access to health care, and health behaviors contributing to the health of City residents and workers. The findings are documented in the *Health Atlas for the City of Los Angeles* (Health Atlas), published in June 2013.¹ While the primary focus of the Health Atlas is on factors that affect the health behaviors and health status of residents and workers, much of the data is relevant to land use transportation and greenhouse gas (GHG) emissions reductions as those topics reflect similar issues regarding land use patterns, urban design, and transportation systems. Data in the Health Atlas is summarized by Community Plan area (CPA). According to City data in the Health Atlas, the Westlake CPA has the highest percentage (approximately 46-percent) of workers that commute to work by walking, biking, and public transportation out

¹ City of Los Angeles, 2013. The Health Atlas. Available at: <http://healthyplan.la/the-health-atlas/>, accessed June 5, 2020.

of the 35 CPAs in the City. The statewide percentage of workers that commute to work by public transportation is approximately 5.1-percent, based on 5-year estimate Census data from 2018.² The Project Site is located in a Transit Priority Area that provides opportunities for walking, biking, and public transportation. The Project Site is located within a transit-rich and pedestrian accessible location with connectivity to many areas within the City. Public transit access to and from the general Project Site area is provided by the Los Angeles County Metropolitan Transit Authority (Metro) and the Los Angeles Department of Transportation (LADOT). The Project Site is within one-half mile of other transportation opportunities, including the Metro B Line (Red) and D Line (Purple) Westlake/MacArthur Park Station, and Metro Routes 14, 18, 20, 487, 489, 603, and 720.

Additional bus lines with a stop within at least 1,500 feet of the Project Site include the following:

- Metro Route 16, 16/17 – nearest stop at W. 3rd Street and S. Bonnie Brae Street, approximately 175 feet south of the Project Site; runs east-west between Downtown Los Angeles and Century City
- Metro Route 37 – nearest stop at S. Alvarado Street and Beverly Boulevard, approximately 1500 feet north of the Project Site; runs east-west throughout different areas of Los Angeles
- Metro Route 200 – nearest stop at W. 3rd Street and S. Alvarado Street, approximately 600 feet west of the Project Site; runs north-south between Echo Park and Downtown Los Angeles
- DASH Pico Union/Echo Park – nearest stop at W. 3rd Street between S. Alvarado Street and S. Westlake Avenue; runs north-south between Echo park and Downtown Los Angeles

There are currently existing bike lanes located in the general region surrounding the Project Site. There are existing bike lanes along N. and S. Rampart Boulevard, N. Union Avenue, W. 7th Street, and W. 2nd Street, W. 1st Street, S. Reno Street, and W. 4th Street. Several bike lanes are proposed in the region: Alvarado Street, Temple Street, Beverly Boulevard, W. 6th Street, Virgil Avenue, Bonnie Brae Street, Union Avenue, 11th Street, and 12th Street.³

The Project would encourage the utilization of transit due to its close proximity to these bus lines, the Metro B and D Line stations, and proposed bicycle routes.

² U.S. Census Bureau, Data Set S0804 (Means of Transportation to Work By Selected Characteristics for Workplace Geography, California, 2014-2018 American Community Survey 5-Year Estimates). Available at: <https://data.census.gov/cedsci/table?q=S0804&g=0400000US06&tid=ACSST5Y2018.S0804&vintage=2018&hidePreview=false>, accessed June 5, 2020.

³ City of Los Angeles, Department of Public Works. 2020. LA County Bikeways Map. Available at: <https://dpw.lacounty.gov/pdd/bike/map.cfm>, accessed June 5, 2020.

The Project also includes design elements that would create bicycle and pedestrian-oriented amenities including 104 bicycle parking spaces for its residential uses (10 short-term and 94 long-term), which meets LAMC's requirements for bicycle parking spaces.

Given the fact that the Project would develop new low income residential units within walking distance of existing transit stops, the Project would provide opportunities for residents to use public transit for work and personal trips. Thus, the Project will 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.

2016 RTP/SCS Goal 3: Ensure travel safety and reliability for all people and goods in the region.

The Project includes proposed improvements that will improve travel safety and reliability for those traveling to and from the Project Site. Given that residential units would replace the existing pedestrian walkway, landscaping, stairs, an outdoor seating area, and a surface parking lot consisting of seven stalls on-site, the Project is expected to bring more pedestrian activity to the Project Site. The Project would maintain dedications and improvements along W. 3rd Street to keep the sidewalk in conformance with current City standards, thereby enhancing pedestrian mobility. In addition, the Project would include on-site security features such as security lighting, and landscaping designs that will allow high visibility.

As described above under 2016 RTP/SCS Goal 2, the Project Site is located in proximity to public transit opportunities, which provide safe and reliable travel options for Project residents. The Project would also provide 104 bicycle parking spots (94 long-term and 10 short-term). The Code-compliant bicycle parking spaces would encourage use of alternative modes of reliable transportation and pedestrian activity in the Project vicinity. The Project Site is also centrally located to numerous proposed bicycle paths and lanes that will increase travel safety for bicyclists in the area. Thus, the proposed Project would promote travel safety and reliability for the people in the region that travel to and from the Project Site and through the surrounding area. The Project is consistent with this goal.

2016 RTP/SCS Goal 5: Maximize the productivity of our transportation system.

The proposed Project is located in a dense urban area, and would increase intensity on site above what currently exists on the Project Site. The Project Site is within a Transit Priority Area, Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program) Tier 3 area, Ordinance No. 184,745. Since the Project would provide 100-percent affordable housing, the Project would be able to take advantage of TOC Tier 4 base incentives for an 80-percent density bonus (or an additional 62 residential units for a total of 139 units) and a 4.25:1

maximum FAR. In total, the Project would develop 137 residential units on 0.70 acres with a 3.61:1 FAR and would provide modified parking, setback, and open space requirements pursuant to TOC Tier 4 guidelines. Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. The Project would develop residential uses within walking and biking distance of several bus lines and a rail transit, the Metro B Line (Red) and D Line (Purple) Westlake/MacArthur Park Station (0.48 mile away). The Project would provide a total of 104 long-term and short-term bicycle parking spaces. As such, the Project would result in opportunities for residents to use public transit for work trips, and walk to retail businesses near the Project Site. Thus, the Project will encourage the utilization of transit as a mode 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.

2016 RTP/SCS Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).

The Project will encourage the use of multi-modal transportation options. The Project will facilitate the use of alternative modes of transportation which will aid in reducing car trips and reducing impacts to air quality. The Project would provide 104 bicycle parking spaces (94 long-term and 10 short-term) in compliance the number of spaces required by the LAMC. Pedestrian access to the Project Site would be provided via the sidewalks along W. 3rd Street. The Project would maintain dedications and improvements along W. 3rd Street to bring the sidewalk. Thus, the Project is consistent with this goal.

2016 RTP/SCS Goal 7: Actively encourage and create incentives for energy efficiency, where possible.

As shown by the CEQA Exemption Energy and Water Efficiency Compliance Memorandum prepared for the Project (Attachment I), the Project's energy use would be 15.5-percent less than the standards required by Title 24, Part 6 (2016). Moreover, the Project's water use would be 89-percent below the regional baseline. The Project would achieve its energy efficiency through the implementation of multiple measures including, but not limited to, enhanced exterior wall insulation, perforated rain screen for solar shading, high performance windows, LED light fixtures, high-efficiency heating, ventilation, and air conditioning (HVAC) systems, a centralized hot water system, and high-efficiency water fixtures. The Project would achieve its water efficiency through multiple measures including high efficiency water-using appliances such as tank water closets, and faucets, and efficient irrigation systems.

Furthermore, as specifically discussed in the 2018 California Gas Report, SoCalGas projects total gas demand to decline from 2018 to 2035 due to modest economic growth, the California Public Utilities Commission mandated energy

efficiency standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure. Consistent with this forecast, pursuant to City and state requirements, the Project would incorporate energy conservation features and comply with applicable regulations including CALGreen and State energy standards under Title 24 that would continue to reduce the use of natural gas.

The Project would also allow for lower transportation costs for the Project's future residents by incorporating bicycle- and pedestrian-friendly elements, providing convenient access to existing and proposed bicycle paths and lanes in the vicinity of the Project Site, and being located nearby various multi-modal public transportation options, including walking and biking distance of several bus lines and a rail transit, the Metro B Line (Red) and D Line (Purple) Westlake/MacArthur Park Station (0.48 mile away), as discussed previously. The Project's location would provide future Project residents with affordable multi-modal transportation options. The Project is consistent with achieving this goal.

2016 RTP/SCS Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.

The Project would encourage the use of transit, walking and bicycling, as the Project would locate residential development in an area within walking and biking distance of bus and rail transit stations, including the Metro B Line (Red) and D Line (Purple) Westlake/MacArthur Park Station (0.48 mile away), and provide 104 bicycle parking spaces. The Project would also provide pedestrian access to the Project Site via the sidewalk on W. 3rd Street. The Project would maintain dedications and improvements along W. 3rd Street to upgrade and maintain the sidewalk in conformance with current City standards, thereby enhancing pedestrian mobility. The proposed open space and trees would enhance the existing streetscape environment, making pedestrian experiences more enjoyable for residents. The Project would take advantage of an 80-percent density bonus pursuant to the City's TOC Tier 4 Program. Utilizing this 80-percent density bonus, the Project would be permitted to build up to a total of 137 dwelling units as opposed to the otherwise allowable base density of 77 units. Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. In turn, as transit ridership in an area increases with density, local transit providers are justified in providing enhanced transit services for the area. As a result, the Project would encourage land use and growth patterns that facilitate transit and active transportation by: creating housing opportunities and choices for people at low income levels; creating walkable areas; providing infill development within existing communities; providing a variety of transportation choices; and providing opportunities for residents use public transit for work trips and walk/bike to retail businesses near the Project Site. The Project is consistent with this goal.

2016-2040 RTP/SCS Land Use Policy 3: Develop “Complete Communities.”

SCAG describes the development of “complete communities” to provide areas that encourage households to be developed with a range of mobility options to complete short trips. The 2016-2040 RTP/SCS supports the creation of these districts through a concentration of activities with housing, employment, and a mix of retail and services, located in proximity to each other, where most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile.⁴

As stated above, the Project would place residential uses in a transit-rich area. The Project Site’s location near mass transit and in proximity to services, retail stores, and employment opportunities promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Thus, the Project would be consistent with this land use policy to reduce vehicles-per-miles traveled.

2016-2040 RTP/SCS Land Use Policy 5: Plan for additional housing and jobs near transit.

The Project Site is located in a highly urbanized area in the City. The Project would provide 100-percent of its total units (136 affordable units of 137 total units, with one unit being a non-restricted manager’s unit) to families of Low Income within an HQTAs, as defined by SCAG, and a transit priority area as defined by SB 743. The Project Site is in proximity to existing bus lines, including Metro Routes 14, 18, 20, 487, 489, 603, and 720. Also, the Project Site is located approximately 0.48 miles north of the Metro B Line (Red) and D Line (Purple) Westlake/MacArthur Park Station.

2016-2040 RTP/SCS Land Use Policy 6 Plan: for changing demand in types of housing.

Of the 137 residential dwelling units that would be developed, 136 units would be restricted affordable units for Low Income Households.

2016-2040 RTP/SCS Land Use Policy 8: Ensure adequate access to open space and preservation of habitat.

The Project Site is located within an urbanized area of the City. Development of the Project would not remove any existing open space areas or habitat, since the Project Site is fully developed. The Project would provide open space in accordance with Code requirements.

⁴ Southern California Associate of Governments (SCAG), 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), page 79. Available at: <http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS.pdf>, accessed August 5, 2020.

2016 RTP/SCS Benefit 1: The RTP/SCS will promote the development of better places to live and work through measures that encourage more compact development in certain areas of the region, varied housing options, bicycle and pedestrian improvements, and efficient transportation infrastructure.

The Project would provide multi-family housing in an existing, transit-accessible area. The Project would provide 64 studio units and 59 one-bedroom units, and 14 two-bedroom units set aside for low-income households. Furthermore, the Project would provide 104 bicycle parking spaces. Primary pedestrian access would be provided via sidewalks along W. 3rd Street fronting the Project Site. The Project would maintain dedications and improvements along W. 3rd Street to keep the sidewalk in conformance with current City standards, thereby enhancing pedestrian mobility.

The Project Site is located in transit-rich and pedestrian accessible locations with connectivity to many areas within the City. Transit opportunities in the Project Site include various light rail and bus routes operated by Metro and one bus route by LADOT. See consistency analysis for Goal 2, above, for a list of nearby transportation options. The Project would be within one-half mile of the existing Metro B Line (Red) and D Line (Purple) Westlake/MacArthur Park Station.

The Project is consistent with achieving this benefit.

2016 RTP/SCS Benefit 3: The RTP/SCS is expected to result in less energy and water consumption across the region, as well as lower transportation costs for households.

As shown by the CEQA Exemption Energy and Water Efficiency Compliance Memorandum prepared for the Project (Attachment I), the Project's energy use would be 15.5-percent less than the standards required by Title 24, Part 6 (2016). Moreover, the Project's water use would be 89-percent below the regional baseline. The Project would achieve its energy efficiency through the implementation of multiple measures including, but not limited to, enhanced exterior wall insulation, perforated rain screen for solar shading, high performance windows, LED light fixtures, high-efficiency heating, ventilation, and air conditioning (HVAC) systems, a centralized hot water system, and high-efficiency water fixtures. The Project would achieve its water efficiency through multiple measures including high efficiency water-using appliances such as tank water closets, and faucets, and efficient irrigation systems.

Furthermore, as specifically discussed in the 2018 California Gas Report, SoCalGas projects total gas demand to decline from 2018 to 2035 due to modest economic growth, the California Public Utilities Commission mandated energy efficiency standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering

Infrastructure. Consistent with this forecast, pursuant to City and state requirements, the Project would incorporate energy conservation features and comply with applicable regulations including CALGreen and State energy standards under Title 24 that would continue to reduce the use of natural gas

The Project would also allow for lower transportation costs for the Project's future residents by incorporating bicycle- and pedestrian-friendly elements, providing convenient access to existing and proposed bicycle paths and lanes in the vicinity of the Project Site, and being located nearby various multi-modal public transportation options, including walking and biking distance of several bus lines and a rail transit, the Metro B Line (Red) and D Line (Purple) Westlake/MacArthur Park Station (0.48 mile away), as discussed previously. The Project's location would provide future Project residents with affordable multi-modal transportation options. The Project is consistent with achieving this benefit.

2016 RTP/SCS Benefit 4: Improved placemaking and strategic transportation investments will help improve air quality; improve health as people have more opportunities to bicycle, walk and pursue other active alternatives to driving; and better protect natural lands as new growth is concentrated in existing urban and suburban areas.

The Project would encourage improved access and mobility by providing residential uses to enhance the pedestrian-orientation of the Project Site for people at low income levels within walking and biking distance of existing bus and rail lines. The Project would also provide long-term and short-term bicycle parking which would help people have more opportunities to bicycle, walk, and pursue other active alternatives to driving. In addition, the Project's access to various transit options will encourage the use of existing and proposed mass transit. The Project's location in an urban infill area would provide residents and visitors with shopping and dining options that are easily accessible on foot or by bicycle. The Project's design and location would help to improve air quality and the well-being of people as they would have greater opportunities for pedestrian and bicycling activity and to reduce their reliance on automobiles. Furthermore, there are no natural lands on the Project Site. The Project is consistent with achieving this benefit.