

Appendix H

Land Use Tables

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Table 1
Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy

Goals/Principles	Would the Project Conflict?
Complete Streets	
<p>Policy 03: Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit)</p> <p>Policy 04: Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking).</p>	<p>No Conflict. The Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, sidewalk widths, and design that would not hinder sight distance, mobility, or accessibility. The Project would also provide a three-foot dedication on North Broadway along the Project frontage to widen the pedestrian sidewalk, which would help to facilitate pedestrian and bicycle accessibility and improve the safety and mobility of all users. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 09: Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.</p>	<p>No Conflict. The Project would develop a new mixed-use project comprised of residential and commercial uses in an area near an existing rail station. The Project Site is served by a variety of public transit options provided by the Los Angeles County Metropolitan Transportation Authority (Metro), Los Angeles Department of Transportation (LADOT), Santa Clarita Transit (SCT), Antelope Valley Transit Authority (AVTA), and Torrance Transit.¹ The Project Site is also served by the Metro A Line Chinatown Station, located approximately 400 feet south of the Project Site, and Union Station, located approximately 0.55 miles southeast of the Project Site. Furthermore, the Project Site is located within a Southern California Association of Governments (SCAG)-designated Priority Development Area (PDA) (i.e., Neighborhood Mobility Area [NMA] and Livable Corridor), as well as a High Quality Transit Corridor (HQTC), which indicates alignment with the goals of the 2024–2050 RTP/SCS. As such, the Project would provide residential and employment development in areas surrounding existing transit. Therefore, the Project would not conflict with this policy.</p>

¹ Metro and LADOT provide bus stops along North Broadway and SCT, AVTA, and Torrance Transit stop at Union Station's Patsaouras Transit Plaza.

Table 1 (Continued)
Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy

Goals/Principles	Would the Project Conflict?
Transportation Demand Management	
<p>Policy 14: Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.).</p>	<p>No Conflict. Though the Project is not a transportation project, it would not interfere with this policy. Pursuant to Project Design Feature TR-PDF-2 set forth in Section IV.M, Transportation, of this Draft EIR, the Project would implement Transportation Demand Management (TDM) measures required to achieve compliance with the City's TDM Ordinance to further reduce the number of single-occupancy vehicle (SOV) trips to the Project Site and vehicle miles traveled (VMT) per capita. Furthermore, the Project would provide 80 short-term and 722 long-term bicycle parking spaces which would encourage alternative modes of transportation. The Project Site is also located in a transit rich area that is served by a variety of public transit options, as described above. Therefore, the Project would not conflict with this policy.</p>
<p>15: Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors.</p>	<p>No Conflict. Though the Project is not a transportation project, it would not interfere with this policy. Specifically, as discussed in Section IV.M, Transportation, of this Draft EIR, the Project would enhance pedestrian and bicycle infrastructure through encouraging the use of transit and other alternative modes of transportation through the incorporation of a TDM Program. Specifically the Project's TDM measures as required by the existing TDM Ordinance (Los Angeles Municipal Code [LAMC] Section 12.26 G) includes the display of local transit information to promote and market alternative transportation modes and choices. Further, the Project would also include the implementation of strategies that exceed the requirements established in the TDM Ordinance (Project Design Feature TR-PDF-2), comprising a reduced parking supply, pedestrian amenities, neighborhood enhancement, transit infrastructure improvements, and bicycle parking. The TDM Program would promote active transportation modes, such as biking and walking. Therefore, the Project would not conflict with this policy.</p>
Safety	
<p>Policy 22: Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system.</p>	<p>No Conflict. As discussed in Section IV.M, Transportation, of this Draft EIR, Vision Zero is a traffic safety policy that promotes strategies to eliminate transportation-related collisions that result in severe injury or death and is applicable as it relates to eliminating transportation-related fatalities and serious injuries. Vision Zero has identified the High Injury Network (HIN), a network of streets included based on collision data from the last five years, where strategic investments by LADOT will have the biggest impact in reducing death and severe</p>

Table 1 (Continued)
Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy

Goals/Principles	Would the Project Conflict?
	<p>injury. As of June 2019, LADOT installed safety improvements along 1.5 miles of North Broadway between Spring Street and Mission Road, which were designated on the HIN, as part of the North Broadway Safety Improvements project. All City improvements have been installed and no further improvements are planned as part of Vision Zero near the Project Site. As such, the Project has no potential to conflict with City actions related to this policy. In addition, the Project would also include pedestrian-only entrances separate from vehicular access points to minimize potential vehicle-pedestrian conflicts. Specifically, primary pedestrian access to the Project Site would be from North Broadway and North Spring Street for the South Parcel, and North Broadway for the North Parcel. Furthermore, the Project would incorporate pedestrian safety features along all driveways, and all Project driveway designs would be subject to the approval of LADOT and the Los Angeles Bureau of Engineering. Therefore, the Project would not conflict with this policy.</p>
Priority Development Areas	
<p>Policy 32: Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities.</p> <p>Policy 33: Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled.</p> <p>Policy 34: Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV dependency and vehicle miles traveled</p>	<p>No Conflict. The Project Site is located within a SCAG-designated PDA (i.e., NMA and Livable Corridor) as well as an HQTC. The Project would construct 986 residential units, including 200 affordable units. The South Parcel would provide 631 residential units comprised of two live-work units, 106 studio units, 293 one-bedroom units, 195 two-bedroom units, and 35 three-bedroom units. The North Parcel would provide 355 residential units comprised of five live-work units, 38 studio units, 175 one-bedroom units, 112 two-bedroom units, and 25 three-bedroom units. The Project Site is served by a variety of public transit options provided by Metro, LADOT, SCT, AVTA, and Torrance Transit.² The Project Site is also served by the Metro A Line Chinatown Station, located approximately 400 feet south of the Project Site, and Union Station, located approximately 0.55 miles southeast of the Project Site. The Project would also implement a TDM Program which includes measures in compliance with the City's TDM Ordinance, as well as additional strategies which exceed the TDM Ordinance included as Project Design Feature TR-PDF-2 to reduce the number of SOV trips to the Project Site. Furthermore, the Project would provide 80 short-term and 722 long-term bicycle parking spaces. The development of the Project is in an area with</p>

² Metro and LADOT provide bus stops along North Broadway and SCT, AVTA, and Torrance Transit stop at Union Station's Patsaouras Transit Plaza.

Table 1 (Continued)
Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy

Goals/Principles	Would the Project Conflict?
	convenient access to public transit, within a PDA and HQTC, and will provide opportunities for walking and biking that would reduce SOV trips to the Project Site and VMT per capita.
Housing the Region	
<p>Policy 35: Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region.</p>	<p>No Conflict. The Project Site is located within a SCAG-designated PDA (i.e., NMA and Livable Corridor) as well as an HQTC, and would construct 986 residential units, including 200 affordable units. The Project would be developed on an urban infill site within a highly urbanized area in close proximity to services, shopping, and other amenities. Further, the Project would include approximately 15,000 square feet of retail uses and 23,800 square feet of restaurant uses, as well as residential amenities, such as swimming pools, outdoor seating and barbecue areas, raised planters, lounge areas, amphitheater seating area, communities rooms, and meeting spaces. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 36: Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities.</p>	<p>No Conflict. The Project would develop housing in an area served by a variety of public transit options provided by Metro, LADOT, SCT, AVTA, and Torrance Transit, as well as the Metro A Line Chinatown Station and Union Station located 400 feet south and 0.55 miles southeast of the Project Site, respectively.³ Furthermore, the Project would improve pedestrian access surrounding the Project Site and would provide new promenades located on the South Parcel increasing accessibility to the Metro A Line Chinatown Station from North Broadway, which would promote walkability. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 37: Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region.</p> <p>Policy 38: Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region.</p>	<p>No Conflict. The Project would contribute to the City's SCAG Regional Housing Needs Assessment-(RHNA)identified share of regional housing goals by constructing 986 residential units, including 200 affordable units. The South Parcel would provide 631 residential units comprised of two live-work units, 106 studio units, 293 one-bedroom units, 195 two-bedroom units, and 35 three-bedroom units. The North Parcel would provide 355 residential units comprised of five live-work units, 38 studio units, 175 one-bedroom units, 112 two-bedroom units, and 25 three-bedroom units. As such, the Project would provide much needed housing, including affordable housing units,</p>

³ Metro and LADOT provide bus stops along North Broadway and SCT, AVTA, Torrance Transit, and OCTA stop at Union Station's Patsaouras Transit Plaza.

Table 1 (Continued)
Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy

Goals/Principles	Would the Project Conflict?
	to support local, regional, state and federal efforts and would meet additional housing needs across the region. Therefore, the Project would not conflict with this policy.
Sustainable Development	
<p>Policy 48: Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.</p> <p>Policy 49: Support communities across the region to advance innovative sustainable development practices.</p>	<p>No Conflict. The Project would incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen Code. Specifically, both in compliance with and in exceedance of LAMC requirements, the Project would include sustainable building features and construction protocols required by the Los Angeles Green Building Code, the CALGreen Code, and the California Building Energy Efficiency Standards. Both in compliance with and, in some cases, in exceedance of Code requirements, a number of specific sustainable design components would be incorporated into the Project, potentially including, but not limited to, Energy Star appliances; continuous insulation and high-performance glazing to minimize heating and cooling loads; ultra-low flow plumbing fixtures and fittings that comply with the performance requirements specified in the Los Angeles Green Building Code; weather-based irrigation systems; water-efficient plantings with drought-tolerant species; shade trees in public areas; green walls in certain outdoor areas; vegetated roofs or cool roof systems to help reduce energy use; short- and long-term bicycle parking and related amenities; use of daylighting where feasible; and energy-efficient lighting. The Project would also comply with applicable City and CALGreen Code electric vehicle (EV) charging requirements and would provide preferential parking for carpools and low-emitting and zero emission vehicles (ZEVs). Further, the Project would include solar-ready infrastructure to allow for future solar power generation, such as photovoltaic (PV) panels on rooftops of the podium on the South Parcel and Courtyard Building on the North Parcel, with precise locations to be determined. The Project would also comply with Ordinance No. 187,714, which requires all newly constructed buildings to be all electric, excluding the proposed restaurant uses. These sustainable building features would serve to enhance resource conservation, reduce resource consumption and promote resilience. Therefore, the Project would not conflict with this policy.</p>
Natural and Agricultural Lands Preservation	
<p>Policy 59: Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding.</p>	<p>No Conflict. The Project Site, located in an urban area, does not contain any large expanses of open space or natural resources. As discussed in Sections IV.L.1 Public</p>

Table 1 (Continued)
Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy

Goals/Principles	Would the Project Conflict?
	<p>Services—Fire Protection and IV.P, Wildfire, of this Draft EIR, based on updated mapping published by CalFire in March 2025, the Project Site is now mapped in High and Very High Fire Hazard Severity Zones. The Project’s design and construction would comply with all applicable Los Angeles Fire Department (LAFD) and Code requirements pertaining to fire safety. Specifically, LAMC Section 57.106.5.2 provides that the Fire Chief shall have the authority to require drawings, plans, and sketches as necessary to identify access points, fire suppression devices and systems, utility controls, and stairwells; LAMC Section 57.118 establishes LAFD’s fire/life safety plan review and LAFD’s fire/life safety inspection for new construction projects; and LAMC Section 57.507.3.1 establishes fire water flow standards. Further, the wildfire environment in the area was observed to be minimal and largely concentrated in the Elysian Park. Separation from the Project to these wildland fuels is significant and removes the potential for direct exposure of the Project and wildland areas. Specifically, the design of the Project including the complete fuel break offered by North Broadway. With respect to flooding, as discussed in Section IV.H, Hydrology and Water Quality, of this Draft EIR, the Project would not substantially alter the Project Site drainage patterns in a manner that would result in substantial erosion, siltation, or flooding on- or off-site, and impacts to surface water quality would be less than significant. Therefore, the Project would not conflict with these policies.</p>
Climate Resilience	
<p>Policy 65: Support local and regional climate and hazard planning implementation efforts for transportation, land use, and other factors.</p>	<p>No Conflict. The Project Site is located within the seismically active region of Southern California. State and local code requirements ensure that buildings are designed and constructed in a manner that would reduce the risk of building collapse, although buildings may still sustain damage during a major earthquake. The State and City both mandate compliance with numerous regulations related to seismic safety, including the Alquist-Priolo Earthquake Fault Zoning Act, Seismic Safety Act, Seismic Hazards Mapping Act, the California Building Code, the City’s General Plan Safety Element, and the Los Angeles Building Code. The Project will be required to demonstrate compliance with the applicable provisions of these safety requirements before permits can be issued for construction. Accordingly, the Project’s design and construction would comply with all applicable regulatory requirements, including applicable provisions of the Los Angeles Building Code relating to seismic safety. Any potentially significant impacts related to seismic ground</p>

Table 1 (Continued)
Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy

Goals/Principles	Would the Project Conflict?
	<p>shaking at the Project Site would not be directly or indirectly caused by the Project given that no mining operations, exceptionally deep excavations, or boring of large areas creating unstable seismic conditions would occur. Furthermore, no active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site.</p> <p>As discussed in Section IV.H, Hydrology and Water Quality, of this Draft EIR, the Project would not substantially alter the Project Site drainage patterns in a manner that would result in substantial erosion, siltation, or flooding on- or off-site, and impacts to surface water quality would be less than significant. Specifically, with implementation of the Project, the Project would reduce runoff flow during a 50-year storm event from the Project Site from 17.73 cubic feet per second to 17.55 cubic feet per second. Accordingly, there would be no increase in runoff volumes into the existing storm drain system. Rather, a comparison of the pre- and post-peak flow rates indicates an overall decrease of 1.0 percent under the more conservative 50-year storm event. Furthermore, the Project would implement best management practices (BMPs) in compliance with the City’s Low Impact Development (LID) Ordinance and would install capture and use BMPs, which would result in the elimination of pollutant runoff up to the 85th percentile storm event. As such, the Project would not cause flooding during a 50-year developed storm event and would not create runoff which would exceed the capacity of existing or planned drainage systems.</p> <p>As discussed in Sections IV.L.1 Public Services—Fire Protection and IV.P, Wildfire, of this Draft EIR, while the Project is located in a designated VHFHSZ, the Project Site is located in a largely urbanized area, and thus will have significantly lower potential of actual loss, or “risk,” than older communities with buildings that do not utilize ignition-resistant construction materials and defensible space that are now required by fire code. The Project’s design and construction would comply with all applicable Los Angeles Fire Department (LAFD) and Code requirements pertaining to fire safety. Specifically, LAMC Section 57.106.5.2 provides that the Fire Chief shall have the authority to require drawings, plans, and sketches as necessary to identify access points, fire suppression devices and systems, utility controls, and stairwells; LAMC Section 57.118 establishes LAFD’s fire/life safety plan review and LAFD’s fire/life safety inspection for new construction projects; and LAMC Section 57.507.3.1 establishes fire water flow standards. Further, the wildfire</p>

Table 1 (Continued)
Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy

Goals/Principles	Would the Project Conflict?
	<p>environment in the area was observed to be minimal and largely concentrated in the Elysian Park. Separation from the Project to these wildland fuels is significant and removes the potential for direct exposure of the Project and wildland areas. Specifically, the design of the Project including the complete fuel break offered by North Broadway. Furthermore, the Project would be developed in accordance with LAMC requirements pertaining to fire safety.</p> <p>Based on the above, the Project would not conflict with this policy.</p>
<p>Policy 67: Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.</p>	<p>No Conflict. As discussed in the Water Supply Assessment (WSA) and Section IV.O.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, the Project includes water conservation measures in excess of code requirements as part of its commitment to the Los Angeles Department of Water and Power (LADWP). These conservation measures are included in the Project as Project Design Feature WAT-PDF-1. These measures include, but are not limited to, high-efficiency toilets with a flush volume of 1.1 gallons per flush or less; showerheads with a flow rate of 1.4 gallons per minute, or less; micro-irrigation; and zoned irrigation. Therefore, the Project would not conflict with this policy.</p>
<p>Source: Eyestone Environmental, 2025.</p>	

Table 2
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
Land Use Chapter	
<p>Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.</p>	<p>No Conflict. As discussed in Section II, Project Description, of this Draft EIR, the Project Site is partially developed, with portions of the Project Site currently used for vehicle and equipment storage and parking. As such, the Project would not remove existing residential units. The Project would promote a more balanced distribution of land uses through introducing a mixed-use development consisting of 986 residential units, including 200 affordable units, approximately 15,000 square feet of retail uses, and 23,800 square feet of restaurant uses. The Project Site is also transit accessible and is served by a variety of public transit options provided by Metro, LADOT, SCT, AVTA, and Torrance Transit.⁴ The Project Site is also served by the Metro A Line Chinatown Station, located approximately 400 feet south of the Project Site, and Union Station, located approximately 0.55 miles southeast of the Project Site. The Project would also implement a TDM Program which includes measures in compliance with the City's TDM Ordinance, as well as additional strategies which exceed the TDM Ordinance included as Project Design Feature TR-PDF-2 to reduce the number of SOV trips to the Project Site. Furthermore, the Project would provide 80 short-term and 722 long-term bicycle parking spaces. The development of the Project in an area with convenient access to public transit and opportunities for walking and biking would promote an improved quality of life by facilitating a reduction of vehicle trips, VMT, and air pollution. The Project would further support environmental sustainability by incorporating sustainable building features and construction protocols required by the Los Angeles Green Building Code, the CALGreen Code, and the California Building Energy Efficient standards. Furthermore, the Project would provide approximately 132,949 square feet of open space, including 45,377 square feet of publicly accessible open space. As such, the Project would support the reduction of traffic congestion, improvement of air quality, and enhancement of recreation and open space opportunities. Therefore, the Project would not conflict with this goal.</p>
<p>Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.</p>	<p>No Conflict. The Project would contribute to the needs of the City's existing and future residents, businesses, and visitors by adding a new mixed-use development</p>

⁴ Metro and LADOT provide bus stops along North Broadway and SCT, AVTA, and Torrance Transit stop at Union Station's Patsaouras Transit Plaza.

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	<p>consisting of residential and commercial uses. Specifically, the Project would provide 986 residential units, including 200 affordable units. The South Parcel would provide 631 residential units comprised of two live-work units, 106 studio units, 293 one-bedroom units, 195 two-bedroom units, and 35 three-bedroom units. The North Parcel would provide 355 residential units comprised of five live-work units, 38 studio units, 175 one-bedroom units, 112 two-bedroom units, and 25 three-bedroom units. In addition, the Project would provide approximately 23,800 square feet of restaurant uses and 15,000 square feet of retail uses. Furthermore, the Project would be located in an area with convenient access to local services and transportation. Accordingly, the Project would accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors. Therefore, the Project would not conflict with this objective.</p>
<p>Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.</p>	<p>No Conflict. While this policy refers to the Citywide provision of infrastructure, the Project would introduce a new mixed-use development in an urbanized area that is adequately served by public infrastructure. As discussed in Section IV.L.1, Public Services—Fire Protection, Section IV.L.2, Public Services—Police Protection, Section IV.L.3, Public Services—Libraries, Section IV.O.1, Utilities and Service Systems—Water Supply and Infrastructure; and Section IV.O.4, Utilities and Service Systems—Energy Infrastructure, and the Initial Study included in Appendix A of this Draft EIR, agencies providing public services and utilities to the Project Site would have capacity to serve the Project. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.1.3: Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.</p> <p>Policy 3.9.8: Support the development of small parks by incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.</p>	<p>No Conflict. The Project would provide approximately 132,949 square feet of open space, including approximately 45,377 square feet of publicly accessible open space. On the South Parcel, the Project would provide approximately 46,498 square feet of common open space and 1,250 square feet of private open space, inclusive of residential balconies and decks. The ground level outdoor open space would be comprised of outdoor fitness areas, such as the hill climb area, courtyards, promenades, seating areas, and a small, terraced amphitheater seating area. On the North Parcel, the Project would provide approximately 38,374 square feet of common open space and 1,450 square feet of private open space, inclusive of residential balconies and decks. The ground level outdoor open space would be comprised of a garden dining terrace, public shopping gardens, public garden plaza and kiosks, landscape trellis, promenades, and associated raised planters and</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	seating. The Project would also include trees and landscaping throughout the Project Site. Therefore, the Project would not conflict with this policy.
<p>Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.</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 is located in a transit-rich neighborhood and is served by a variety of public transit options provided by Metro, LADOT, SCT, AVTA, and Torrance Transit.⁵ The Project Site is also served by the Metro A Line Chinatown Station, located approximately 400 feet south of the Project Site, and Union Station, located approximately 0.55 miles southeast of the Project Site. In addition, the Project would provide 80 short-term and 722 long-term bicycle parking spaces, which would encourage alternative modes of transportation and fewer vehicle trips. Primary pedestrian access to the Project Site would be from North Broadway and North Spring Street for the South Parcel, and North Broadway for the North Parcel. The Project would include new pedestrian amenities for the community specifically with the addition of new promenades located on the South Parcel increasing accessibility to the Metro A Line Chinatown Station from North Broadway. The Project Site's close proximity to transit, as well as the inclusion of bicycle parking spaces, would help to promote the use of alternative modes of transportation, thereby facilitating a reduction in VMT and associated air pollution. Furthermore, the Project would be designed such that entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways would be open and in view of surrounding sites. Buildings and walkways would be properly lit in order to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. Therefore, the Project would not conflict with this objective or policy.</p>
<p>Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.</p>	<p>No Conflict. The Project Site is located in an urbanized area within the City of Los Angeles. The Project is designed to respond to the context of the surrounding neighborhood which includes various residential, commercial, retail, restaurant, office, warehouse and industrial uses. The Project would introduce a high-density, mixed-use, transit- and pedestrian-oriented development in proximity to off-site services, shopping, amenities, and transit. Therefore, the Project would not conflict with this policy.</p>

⁵ Metro and LADOT provide bus stops along North Broadway and SCT, AVTA, and Torrance Transit stop at Union Station's Patsaouras Transit Plaza.

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
<p>Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhances the character of commercial and industrial districts.</p>	<p>No Conflict. The Project Site does not currently contain residential units. Therefore, the Project would not interfere with existing residential uses. The Project would develop 986 residential units, including 200 affordable units, approximately 15,000 square feet of retail uses, and 23,800 square feet of restaurant uses. In total, the Project would include up to approximately 1,245,536 square feet of floor area with a floor area ratio of 3.63:1. The area surrounding the Project Site is highly urbanized and includes various residential, commercial, retail, restaurant, office, warehouse and industrial uses. As such, the Project would introduce uses similar to and compatible with the mix of land uses surrounding the Project Site. Furthermore, the Project would enhance the character of the surrounding area by providing approximately 132,949 square feet of open space, including 45,377 square feet of publicly accessible open space. In addition, the Project would include a Central Greenspace, which would be constructed in the central portion of the Project Site to connect the North Parcel and the South Parcel and would be landscaped with native trees and understory vegetation. Furthermore, the building design would provide vertical and horizontal plane changes along the façades of the buildings that would break up the massing and scale. A range of building heights would also be provided that would reflect the diversity of building heights within the general Project vicinity. Therefore, the Project would be consistent with the scale and character of the existing stable residential neighborhood and would enhance the character of the surrounding uses and not conflict with this policy.</p>
<p>Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.</p>	<p>No Conflict. As discussed in Section IV.K, Population and Housing, of this Draft EIR, the Project's population and employment growth would be within SCAG's population and employment projections for the City of Los Angeles Subregion. These projections serve as the basis for the Framework Element's demographics projections and planned provisions of transportation and utility infrastructure and public services. In addition, as discussed in Section IV.L.1, Public Services—Fire Protection; Section IV.L.2, Public Services—Police Protection; Section IV.L.3, Public Services—Libraries; Section IV.O.1, Utilities and Service Systems—Water Supply and Infrastructure; and Section IV.O.4, Utilities and Service Systems—Energy Infrastructure, and the Initial Study included in Appendix A of this Draft EIR, agencies providing public services and utilities to the Project Site would have capacity to serve the Project. Therefore, the Project would provide adequate utilities</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	and transportation infrastructure, and the Project would not conflict with this objective.
<p>Objective 3.4: Encourage new multi-family residential, retail commercial and office development in the City's neighborhood districts, community, regional and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.</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 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 would provide new residential and commercial retail uses in close proximity to rail and bus stations and corridors. In addition, the Project would not physically impact the multi-family residential neighborhoods to the north. The Project would include new pedestrian amenities for the community specifically with the addition of new promenades located on the South Parcel increasing accessibility to the Metro A Line Chinatown Station from North Broadway. Therefore, the Project would not conflict with this objective or policy.</p>
<p>Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.</p> <p>Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and</p>	<p>No Conflict. The Project would include 986 residential units, including 200 affordable units that would provide a range of housing opportunities within an established multi-family residential neighborhood served by a variety of transit options. In addition, the Project would provide a variety of open space areas on the ground floor of the Project Site, as well as streetscape improvements, that would improve the pedestrian environment and enhance</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
services and the residents' quality of life can be maintained or improved.	the quality of life. Furthermore, the Project would provide high-density multi-family residential uses on a site already served by public infrastructure and services. As such, the Project would promote the stability and enhancement of multi-family residential developments and would represent growth in an area where there is sufficient public infrastructure and services such that the residents' quality of life in the area would be maintained or improved. The Project would include new pedestrian amenities for the community specifically with the addition of new promenades located on the South Parcel increasing accessibility to the Metro A Line Chinatown Station from North Broadway. Therefore, the Project would not conflict with this goal and objective.
Policy 3.7.4: Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter.	No Conflict. As discussed in Section II, Project Description, of this Draft EIR, the Project Site is partially developed, with portions of the Project Site currently used for vehicle and equipment storage and parking. The Project would develop 986 residential units, including 200 affordable units, approximately 15,000 square feet of retail uses, and 23,800 square feet of restaurant uses. The Project would upgrade the quality of development and improve the quality of the public realm by incorporating numerous on-site common and private open space amenities, as well as streetscape improvements. Refer to Objective 5.5 and Objective 5.9 further below in this table under the discussion of the Framework Element's Urban Form and Neighborhood Design Chapter. Therefore, the Project would not conflict with this policy.
Goal 3E: Pedestrian-Oriented, high activity, multi-mixed-use centers that support and provide identity for Los Angeles Communities	No Conflict. The Project would provide a combination of activating ground floor commercial uses, promenades, public open space amenities, and landscape improvements. Outdoor ground-level hardscape areas and planted areas, including promenades, seating areas, courtyards, and plazas, would be publicly accessible and promote pedestrian activation and walkability at the street level. The new pedestrian amenities would be available to the community that would specifically increase accessibility to the Metro A Line Chinatown Station from North Broadway. An abundance of shade trees, overhangs, and landscaped trellis areas would be integrated throughout the Project Site to provide respite shade areas and create a pedestrian scale. Therefore, the Project would not conflict with this goal.
Objective 3.9: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote	No Conflict. The Project would develop 986 residential units, including 200 affordable units, approximately 15,000 square feet of retail uses, and 23,800 square feet of restaurant uses. In total, the Project would include up

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
<p>neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.</p>	<p>to approximately 1,245,536 square feet of floor area with a floor area ratio of 3.63:1. The Project would include a total of approximately 132,949 square feet of open space within the Project Site of which 45,377 square feet would be publicly accessible, privately operated and maintained. The publicly accessible open space would be comprised of public shopping gardens, public garden plaza and kiosks, promenades, and associated raised planters and seating. The area surrounding the Project Site is highly urbanized and includes various residential, commercial, retail, restaurant, office, warehouse and industrial uses. As such, the Project would introduce uses similar to and compatible with the mix of land uses surrounding the Project Site and would serve the needs of adjacent residents and promote neighborhood and community activity. Therefore, the Project would not conflict with this objective.</p>
<p>Policy 3.9.7: Provide for the development of public streetscape improvements, where appropriate.</p>	<p>No Conflict. The Project would provide a three-foot dedication on North Broadway to widen the pedestrian sidewalk. The Project would provide 110 new street trees along the frontages of the Project Site consisting of coast live oak (<i>Quercus agrifolia</i>) street trees, which would enhance the streetscape along the frontages of the Project Site and improve the pedestrian experience. In addition, a Central Greenspace would be constructed in the central portion of the Project Site to connect the North Parcel and the South Parcel. The narrow open space area would link the North Parcel and South Parcel and would be landscaped with native trees and understory vegetation. While the sloped area of the Central Greenspace would be inaccessible to pedestrians due to steep southeast facing slopes, the Central Greenspace would be adjacent to the continuous sidewalk for pedestrians along North Broadway, which would also be lined with new street trees. Furthermore, the Project would provide a new pedestrian access through the South Parcel that would provide access from North Broadway to North Spring Street. Therefore, the Project would not conflict with this policy.</p>
<p>GOAL 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.</p> <p>Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.</p>	<p>No Conflict. The Project is seeking a General Plan Amendment to change the land use designation of the Project Site from Light Industrial to Regional Commercial. The South Parcel appears to be located within the boundary of a designated Regional Center in Figure 3-1 of the General Plan Framework Element. The Project would be consistent with the goal, objective and policies related to a Regional Center. The proposed mix of high-density residential and commercial uses would be consistent with existing residential and commercial uses in the Project vicinity. The Project would also</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
<p>Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center" in accordance with Tables 3-1 and 3-6. Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.</p> <p>Policy 3.10.2: Accommodate and encourage the development of multi-modal transportation systems, where appropriate.</p> <p>Policy 3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity, in accordance with Pedestrian-Oriented District Policies 3.15.1 through 3.15.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.</p> <p>Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate.</p> <p>Policy 3.10.5: Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.</p>	<p>provide approximately 15,000 square feet of retail uses and 23,800 square feet of restaurant uses, which would provide additional opportunities for commercial services within the community and provide employment opportunities. The Project would also provide access to the Metro A Line from North Broadway and would promote pedestrian activity along North Broadway. In particular, the Project would provide commercial uses along North Broadway and would also include a 3-foot dedication along North Broadway and various streetscape improvements, including new trees and landscaping. The Project would also provide publicly accessible open space that would include public shopping gardens, garden plazas and kiosks, promenades, areas overlooking the Los Angeles State Historic Park, and raised planters and seating areas. Therefore, the Project would not conflict with this goal, objective, or policies.</p>
<p>Policy 3.10.6 Require that Regional Centers be lighted to standards appropriate for nighttime access and use.</p>	<p>No Conflict. Within the Project, low glare fixtures and decorative fixtures would be located at the ground level of each building to create a sense of arrival and scale and would include the use of building-mounted decorative fixtures, low level landscape lanterns, and floor lamps. The security lighting for the exterior courtyards and pedestrian walkways would also include a combination of low-intensity light-emitting diode (LED) luminaries, pedestrian poles, decorative lanterns, bollards, and recessed step lights. All exterior lighting would be designed to meet minimum light levels for emergency egress and to comply with the requirements of the California Building Code and the CALGreen Code. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.15.3: Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.</p>	<p>No Conflict. The Project would construct a new mixed-use development inclusive of residential and commercial uses within an area that is well-served by a variety of public transit. The Project Site is also served by the Metro A Line Chinatown Station, located approximately 400 feet south of the Project Site, and Union Station, located approximately 0.55 miles southeast of the</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	<p>Project Site. The Project would include new promenades located on the South Parcel increasing accessibility to the Metro A Line Chinatown Station from North Broadway. Furthermore, the Project would also implement a TDM Program which includes measures in compliance with the City's TDM Ordinance, as well as additional strategies, which exceed the TDM Ordinance included as Project Design Feature TR-PDF-2, to reduce the number of SOV trips to the Project Site and promote alternative modes of transportation. Given the Project's location in proximity to a variety of transportation options and enhanced pedestrian connections to the Metro A Line and Union Station, the Project would improve the viability and use of nearby transit routes and stations. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.</p>	<p>No Conflict. The Project would implement a design that improves the pedestrian experience. Specifically, the Project would increase pedestrian activity through a combination of activating ground floor commercial uses, promenades, public open space amenities, and landscape improvements. Outdoor ground-level hardscape areas and planted areas, including promenades, seating areas, courtyards, and plazas, would be publicly accessible and promote pedestrian activation and walkability at the street level. The new pedestrian amenities would be available to the community that would specifically increase accessibility to the Metro A Line Chinatown Station from North Broadway. An abundance of shade trees, overhangs, and landscaped trellis areas would be integrated throughout the Project Site to provide respite shade areas and create a pedestrian scale. Overall, the proposed development has been designed to be compatible with the general urban characteristics of the surrounding neighborhood, thereby providing an adequate transition with adjacent residential uses. Therefore, the Project would not conflict with this policy.</p>
<p>Housing Chapter</p>	
<p>Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.</p>	<p>No Conflict. The Project would support this Citywide goal by providing different housing unit types at various costs through the development of 986 residential units, including 200 affordable units. The South Parcel would provide 631 residential units comprised of two live-work units, 106 studio units, 293 one-bedroom units, 195 two-bedroom units, and 35 three-bedroom units. The North Parcel would provide 355 residential units comprised of five live-work units, 38 studio units, 175 one-bedroom units, 112 two-bedroom units, and 25 three-bedroom</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	units. Therefore, the Project would not conflict with this goal.
Objective 4.1: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.	No Conflict. The Project would support this subregional objective by providing 986 new multi-family residential units of various types, including affordable housing. Therefore, the Project would not conflict with this objective.
Policy 4.1.1: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year projections of housing needs.	No Conflict. Even though this policy applies at the City level, the Project would contribute to the City's SCAG RHNA-identified share of regional housing goals by providing 986 new multi-family residential units in a range of sizes (i.e., studio and one- through three-bedroom units) and costs. Therefore, the Project would not conflict with this policy.
Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	No Conflict. The Project would be located in an area well-served by public transit. In particular, the Project Site is also served by the Metro A Line Chinatown Station, located approximately 400 feet south of the Project Site, and Union Station, located approximately 0.55 miles southeast of the Project Site. As such, the Project would result in the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas. While the Project Site is not immediately adjacent to low-density residential neighborhoods, the Project would be designed to be compatible with the density and scale of the surrounding development. Furthermore, the building design would provide vertical and horizontal plane changes along the façades of the buildings that would break up the massing and scale. A range of building heights would also be provided that would reflect the diversity of building heights within the general Project vicinity. Therefore, the Project would not conflict with this objective.
Policy 4.2.1: Offer incentives to include housing for very low- and low-income households in mixed-use developments.	No Conflict. The Project would develop a total of 986 residential units, including 200 affordable units. Therefore, the Project would not conflict with this policy.
Urban Form and Neighborhood Design Chapter	
Goal 5A: A liveable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and Citywide scales	No Conflict. The Project would provide a mixed-use development in an established and well-known neighborhood. The Project would provide housing on a neighborhood and citywide scale due to the Project Site's centralized location in an established area and close proximity to transit. Therefore, the Project would not conflict with this goal.

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
<p>Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.</p>	<p>No Conflict. The Project would be developed within an area well-served by public transit. Specifically, the Project is served by a variety of public transit options provided by Metro, LADOT, SCT, AVTA, and Torrance Transit.⁶ The Project Site is also served by the Metro A Line Chinatown Station, located approximately 400 feet south of the Project Site, and Union Station, located approximately 0.55 miles southeast of the Project Site. In addition, the Project would provide residential and commercial uses within an area that is already functioning as a neighborhood center. Therefore, the Project would not conflict with this objective.</p>
<p>Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.</p> <p>Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community</p>	<p>No Conflict. The Project Site is partially developed, with portions of the Project Site currently used for transportation operations and maintenance-related facilities, bus parking and construction staging. The Project would upgrade the quality of development at the Project Site with a new mixed-use development that would include new residential and commercial uses. In addition, the Project would support environmental sustainability by incorporating sustainable building features and construction protocols required by the Los Angeles Green Building Code, the CALGreen Code, and the California Building Energy Efficiency Standards. Furthermore, the Project would improve the quality of the public realm by incorporating numerous on-site common and private open space amenities and streetscape improvements. Specifically, the Project would provide approximately 132,949 square feet of open and approximately 45,377 square feet of publicly accessible open space. The Project would provide outdoor ground-level hardscape areas and planted areas, including promenades, seating areas, courtyards, and plazas, which would be publicly accessible and promote pedestrian activation and walkability at the street level. In addition, a Central Greenspace would be constructed in the central portion of the Project Site to connect the North Parcel and the South Parcel. The narrow open space area would link the North Parcel and South Parcel and would be landscaped with native trees and understory vegetation. While the sloped area of the Central Greenspace would be inaccessible to pedestrians due to steep southeast facing slopes, the Central Greenspace would be adjacent to the continuous sidewalk for pedestrians along North Broadway, which would also be lined with new street trees. Furthermore,</p>

⁶ Metro and LADOT provide bus stops along North Broadway and SCT, AVTA, and Torrance Transit stop at Union Station's Patsaouras Transit Plaza.

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	<p>the Project would provide a new pedestrian access through the South Parcel that would provide access from North Broadway to North Spring Street. Furthermore, the Project would provide 110 new street trees along the frontages of the Project Site consisting of coast live oak street trees, which would enhance the streetscape along the frontages of the Project Site and improve the pedestrian experience. Overall, the uses and improvements proposed by the Project would enhance the quality of the Project Site and the area in the vicinity of the Project Site and the public realm. Therefore, the Project would not conflict with these objectives.</p>
<p>Policy 5.8.4: Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character.</p>	<p>No Conflict. Signage would be located at a height and of size that is visible to pedestrians and that facilitates access to the building entrances. Additionally, of the 13 existing billboards at the Project Site, only four existing billboards would remain on the North Parcel. Furthermore, a wayfinding signage system would be located along the public walkways through the Project Site, which would facilitate pedestrian passage through the Project Site to and from the Metro A Line Chinatown Station. Therefore, the Project would not conflict with this policy.</p>
<p>Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.</p> <p>Policy 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.</p> <p>Policy 5.9.2: Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes. Mixed-use should also be enhanced by locating community facilities such as libraries, cultural facilities or police substations, on the ground floor of such building, where feasible.</p>	<p>No Conflict. The Project would be designed such that entrances to and exits from buildings, open spaces around buildings, and pedestrian walkways would be open and in view of surrounding sites. In addition, buildings and walkways would be properly lit in order to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. Parking areas, elevators, and lobbies would also be sufficiently lit to maximize visibility and reduce areas of concealment. Furthermore, as discussed in Section IV.L.2, Public Services—Police Protection, of this Draft EIR, the Project would incorporate Project Design Features POL-PDF-1 through POL-PDF-3 to increase Project Site security and minimize the Project’s demand for police protection services. Specifically, pursuant to Project Design Feature POL-PDF-1, the Applicant would implement temporary security measures during construction, including security patrols, fencing and lighting to secure the Project Site during construction. Pursuant to Project Design Feature POL-PDF-2, the Project would implement a 24-hour/seven-day security plan incorporating on-site security staff; security cameras; adequate lighting of parking facilities, elevators, pedestrian walkways, building entries, open spaces and lobbies to reduce areas of concealment; design of public spaces to be easily patrolled and accessed by safety</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	<p>personnel; and design of entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites. Lastly, pursuant to Project Design Feature POL-PF-3, the Applicant would consult with the Los Angeles Police Department (LAPD) regarding the incorporation of feasible crime prevention features and submit a diagram of the Project Site to the LAPD showing access routes and other information that might facilitate police response. In addition, the Project would provide a combination of activating ground floor commercial uses, including seven live-work units, promenades, publicly-accessible open space amenities, and landscape improvements, which would provide for activity and natural surveillance. Therefore, the Project would not conflict with this objective or policies.</p>
Open Space and Conservation Chapter	
<p>Goal 6A: An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.</p> <p>Objective 6.1: Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.</p>	<p>No Conflict. The Project would provide private open space and recreational amenities for residents, employees, and visitors of the Project Site. Specifically, the Project would provide approximately 132,949 square feet of open space, including 45,377 square feet of publicly accessible open space. On the South Parcel, the Project would provide approximately 46,498 square feet of common open space and 1,250 square feet of private open space, inclusive of residential balconies and decks. Indoor common open space on the South Parcel would include amenities, such as lounge areas, community rooms, and meeting room space. On the North Parcel, the Project would provide approximately 38,374 square feet of common open space and 1,450 square feet of private open space, inclusive of residential balconies and decks. Indoor common open space on the North Parcel may include amenities, such as lounge areas and meeting room space. The proposed open space areas would be located within the boundaries of the Project Site and would be unthreatened by encroachment from other land uses. Furthermore, the Project would not encroach upon existing open space. The Project Site is located on an infill site that has already been previously developed and, as discussed in the Initial Study included as Appendix A of this Draft EIR, the Project Site does not contain natural habitat, and the design of the Project including the complete break of paved areas offered by North Broadway from Elysian Park to the north would eliminate any potential from the Project encroaching on its natural setting. Therefore, the Project would not conflict with this goal or objective.</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
<p>Objective 6.2: Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.</p> <p>Objective 6.3: Ensure that open space is managed to minimize environment risks to the public.</p> <p>Policy 6.4.8a: Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.</p> <p>a. Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other places that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.</p> <p>Policy 6.4.9: Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with transit stations, and as areas of public access in private joint development at transit station locations.</p>	<p>No Conflict. The Project would include a total of approximately 132,949 square feet of open space within the Project Site of which 45,377 square feet would be publicly accessible, privately operated and maintained. The publicly accessible open space would be comprised of public shopping gardens, public garden plaza and kiosks, promenades, and associated raised planters and seating. Further, the Project would include approximately 84,872 square feet of residential common open space which would be accessible to the residents and 2,700 square feet of private open space which would consist of private residential balconies. In addition, a Central Greenspace would be constructed in the central portion of the Project Site to connect the North Parcel and the South Parcel. The narrow open space area would link the North Parcel and South Parcel and would be landscaped with native trees and understory vegetation. While the sloped area of the Central Greenspace would be inaccessible to pedestrians due to steep southeast facing slopes, the Central Greenspace would be adjacent to the continuous sidewalk for pedestrians along North Broadway, which would also be lined with new street trees. Furthermore, the Project would provide a new pedestrian access through the South Parcel that would provide access from North Broadway to North Spring Street adjacent to the Los Angeles State Historic Park and the Metro A Line. This connection to the Metro A Line would also provide improved access to Elysian Park located to the north of the Project Site. In addition, overall, the Project would provide 322 new trees (110 street trees and 212 on-site). Therefore, the Project would not conflict with these objectives or policies.</p>
Economic Development Chapter	
<p>Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.</p> <p>Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.</p>	<p>No Conflict. The Project would support this objective by developing a mixed-use Project comprised of residential and commercial uses in an area well-served by public transit. As such, the Project would contribute to the employment base of the Community Plan area, help meet the needs of local residents, and sustain/continue economic growth. In addition, the Project Site would have convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle trips, VMT, and air pollution to ensure maximum feasible environmental quality.</p> <p>The Project is seeking a General Plan Amendment to change the land use designation of the Project Site from Light Industrial to Regional Commercial. As provided in the Framework Element's Long Range Land Use</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	Diagram for the City's Metro area, a Regional Center is characterized as a focal point of regional commerce, identity, and activity and contains a diversity of uses, such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. ⁷ As previously discussed, the Project would include a mixed-use development comprised of residential and commercial uses. With the approval of the proposed General Plan Amendment, the Project would be consistent with the Regional Center land use designation. Therefore, the Project would not conflict with this objective.
<p>Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.</p>	<p>No Conflict. The Project is a mixed-use development that would include new commercial uses, including approximately 15,000 square feet of retail uses and 23,800 square feet of restaurant uses. As previously described, the Project Site is served by a variety of public transit options provided by Metro, LADOT, SCT, AVTA, and Torrance Transit.⁸ The Project Site is also served by the Metro A Line Chinatown Station, located approximately 400 feet south of the Project Site, and Union Station, located approximately 0.55 miles southeast of the Project Site. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 7.2.5: Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.</p>	<p>No Conflict. As previously discussed in Objective 7.2 and Policy 7.2.3 above, the Project is a new mixed-use development that would include residential and commercial uses within one site. The Project would include approximately 15,000 square feet of retail uses and 23,800 square feet of restaurant uses that would serve the needs of the Project's residents, employees, visitors and the local neighborhood. The Project would not conflict with this policy.</p>
<p>Goal 7G: A Range of housing opportunities in the City.</p> <p>Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population</p>	<p>No Conflict. The Project would provide different housing unit types at various costs through the development of 986 residential units, including 200 affordable units, which would support the City's SCAG RHNA-identified share of regional housing. The South Parcel would provide 631 residential units comprised of two live-work units, 106 studio units, 293 one-bedroom units, 195 two-bedroom units, and 35 three-bedroom units. The North</p>

⁷ City of Los Angeles, *General Plan Framework Element, Figure 3-1, Long Range Land Use Diagram—Metro Los Angeles Geographical Area*, adopted July 27, 1995, re-adopted August 8, 2001.

⁸ Metro and LADOT provide bus stops along North Broadway and SCT, AVTA, Torrance Transit, and OCTA stop at Union Station's Patsaouras Transit Plaza.

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
<p>growth and to enable a reasonable portion of the City's work force to both live and work in the City.</p> <p>Policy 7.9.1: Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City's fiscal structure.</p>	<p>Parcel would provide 355 residential units comprised of five live-work units, 38 studio units, 175 one-bedroom units, 112 two-bedroom units, and 25 three-bedroom units. Therefore, the Project would not conflict with this goal, objective, or policy.</p>
Infrastructure and Public Services Chapter	
<p>Goal 9A: Adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.</p>	<p>No Conflict. Although this is a Citywide goal, as discussed in Section IV.O.2, Utilities and Service Systems—Wastewater, of this Draft EIR, the Project's increase in the average daily wastewater flow would represent a nominal percentage of the remaining available capacity at the Hyperion Water Reclamation Plant. In addition, there is adequate treatment capacity to serve the Project's projected demand in addition to existing and future City Department of Public Works, Bureau of Sanitation (LASAN) commitments. Therefore, the Project would not conflict with this goal.</p>
<p>Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.</p>	<p>No Conflict. The Project does not include uses that handle or generate hazardous substances. Incorporation of Project Design Feature WAT-PDF-1 included in Section IV.O.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, would minimize water use and the corresponding wastewater generation that would enter the wastewater system. Specifically, pursuant to Project Design Feature WAT-PDF-1, the Project would include water conservation features, including but not limited to: Energy Star appliances, high efficiency toilets with a flush volume of 1.1 gallons per flush, or less; California Friendly® plants or native plants; and Drip/Subsurface Irrigation (Micro-Irrigation), which would result in a reduction in wastewater generation. Therefore, the Project would not conflict with this policy.</p>
<p>Goal 9B: A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.</p> <p>Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.</p> <p>Policy 9.6.3: The City's watershed-based approach to stormwater management will consider a range of strategies designed to</p>	<p>No Conflict. As discussed in Section IV.H, Hydrology and Water Quality, of this Draft EIR, the Project would implement a Stormwater Pollution Prevention Plan (SWPPP) as required under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit. As part of the SWPPP, the Project would implement BMPs and other erosion control measures to minimize the discharge of pollutants in stormwater runoff. In addition, during operation, the Project would include BMPs in accordance with the City's LID Ordinance to control and treat stormwater runoff in</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
<p>reduce flood hazards and manage stormwater pollution. The strategies considered will include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> a. Support regional and City programs which intercept runoff for beneficial uses including groundwater recharge; b. Protect and enhance the environmental quality of natural drainage features; c. Create stormwater detention and/or retention facilities which incorporate multiple-uses such as recreation and/or habitat; d. On-site detention/retention and reuse of runoff; e. Mitigate existing flood hazards through structural modifications (floodproofing) or property buy-out; f. Incorporate site design features which enhance the quality of offsite runoff; and g. Use land use authority and redevelopment to free floodways and sumps of inappropriate structures which are threatened by flooding and establish appropriate land uses which benefit or 	<p>compliance with LID. Therefore, the Project would not conflict with this goal, objective, or policy.</p>
<p>Goal 9C: Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.</p> <p>Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.</p>	<p>No Conflict. While this is a citywide goal and objective, as evaluated in the WSA prepared by LADWP and as evaluated in Section IV.O.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, LADWP concluded that the projected water supplies for average, single-dry, and multiple-dry years reported in LADWP’s 2020 Urban Water Management Plan would be sufficient to meet the Project’s estimated water demand, in addition to the existing and planned future water demands within LADWP’s service area through the year 2045. Therefore, the Project would not conflict with this goal or objective.</p>
<p>Policy 9.9.7: Incorporate water conservation practices in the design of new projects so as not to impede the City’s ability to supply water to its other users or overdraft its groundwater basins.</p>	<p>No Conflict. As discussed in Section IV.O.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, pursuant to Project Design Feature WAT-PDF-2, the Project would implement various water conservation features to support water conservation in addition to those measures required by the City’s current codes and ordinances, including but not limited to: Energy Star appliances, high efficiency toilets with a flush volume of 1.1 gallons per flush, or less; California Friendly® plants or native plants; and Drip/Subsurface Irrigation (Micro-Irrigation). Refer to Section IV.O.1, Utilities and Service</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	Systems—Water Supply and Infrastructure, of this Draft EIR, for a full list of the Project's proposed conservation features. Therefore, the Project would not conflict with this policy.
<p>Goal 9F: Adequate collection, transfer and disposal of mixed solid waste—the City shall seek to ensure that all mixed solid waste that cannot be reduced, recycled or composted is collected, transferred and disposed of in a manner that minimizes adverse environmental impacts.</p>	<p>No Conflict. This goal is a citywide goal. As discussed in Section IV.O.3, Utilities and Service Systems—Solid Waste, of this Draft EIR, while the LASAN generally provides waste collection services to single-family and some small multi-family developments, private haulers permitted by the City provide waste collection services for most multi-family residential, commercial and institutional developments within the City. All waste disposal, including waste collected, transferred and disposed of by the private hauler that would serve the Project Site, would occur in accordance with regulatory requirements, including the Citywide Construction and Demolition Debris Recycling Ordinance. In addition, the Project would comply with all applicable regulations associated with solid waste. Specifically, the Project would provide recycling containers and associated areas on-site during operation in accordance with the City Ordinance No. 171,687 and the City's Curbside Recycling Program. The Project would also comply with Assembly Bill (AB) 939, AB 341, and the City's Solid Waste Management Policy Plan. Therefore, the Project would not conflict with this goal.</p>
<p>Policy 9.29.2: Promote the responsible use of natural resources, consistent with City environmental policies.</p> <p>Policy 9.29.7: Encourage additional markets for electrical energy, such as environmentally friendly alternative fuel for transportation in electric buses and light-duty vehicles.</p>	<p>No Conflict. Policies 9.29.2 and 9.29.7 are citywide policies. The Project would comply with all City requirements regarding use of natural resources, including those related to energy use and water consumption (refer to Sections IV.D, Energy and IV.O.1, Utilities and Services—Water Supply and Infrastructure, of this Draft EIR). Specific measures that would promote the responsible use of natural resources would include use of Energy Star appliances, continuous insulation and high-performance glazing to minimize heating and cooling, and water conservation measures. Relative to support for additional markets for electrical energy, the Project would also comply with applicable City and CALGreen charging requirements, which includes the provision of at least 40 percent of overall residential parking spaces provided on the Project Site that are capable of supporting future electric vehicle supply equipment (EVSE) with 10 percent of the overall residential spaces equipped with EVSE to create EV charging stations and 30 percent of overall non-residential parking spaces provided on the Project Site that are capable of supporting future EVSE and 20 percent of the overall non-residential spaces equipped with EVSE to create EV charging stations.</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	Provisions of the EVSE and EV charging stations would help to facilitate and encourage use of alternative fueled vehicles. Therefore, the Project would not conflict with these policies.
<p>Goal 9P: Appropriate lighting required to (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and informational lighting such as building façade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.</p> <p>Objective 9.40: Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting for private streets, parking areas, pedestrian areas, security lighting, and other forms of outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare.</p> <p>Policy 9.40.1: Require lighting on private streets, pedestrian oriented areas, and pedestrian walks to meet minimum City standards for street and sidewalk lighting.</p>	<p>No Conflict. Architectural lighting is proposed to complement key architectural features of each building through the use of low profile, low wattage LED building-mounted fixtures and fixtures integrated into the building façades. Low intensity LED luminaires, pedestrian poles, decorative lanterns, lighted bollards, and recessed step lights would also be used. Low glare fixtures and decorative fixtures would be located at the ground level of each building to create a sense of arrival and scale and includes the use of building-mounted decorative fixtures, low level landscape lanterns, and floor lamps. The security lighting for the exterior courtyards and pedestrian walkways includes a combination of low-intensity LED luminaries, pedestrian poles, decorative lanterns, bollards, and recessed step lights. All exterior lighting would be designed to meet minimum light levels for emergency egress and to comply with the requirements of the California Building Code and the CALGreen Code. Therefore, the Project would not conflict with this goal, objective, or policy.</p>
<p>Policy 9.40.2: Require parking lot lighting and related pedestrian lighting to meet recognized national standards.</p>	<p>No Conflict. Buildings and walkways would be properly lit in order to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 9.40.6: Placement and location of street trees shall be coordinated with the placement of street lights.</p>	<p>No Conflict. Any new street and pedestrian lighting with the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting. New street trees would be planted at appropriate intervals with respect to street lighting, pursuant to the Bureau of Street Services, Urban Forestry Division requirement. Therefore, the Project would not conflict with this policy.</p>
<p>Source: <i>Eyestone Environmental, 2025.</i></p>	

Table 3
Applicable Goals, Objectives and Policies of the General Plan Housing Element 2021–2029

Goals/Objectives/Policy	Would the Project Conflict?
<p>Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.</p> <p>Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing priorities.</p> <p>Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.</p> <p>Policy 1.2.2: Facilitate the construction of a range of different housing types that address the particular needs of the city’s diverse households.</p>	<p>No Conflict. The Project would provide different housing unit types at various costs through the development of 986 residential units, including 200 affordable units. The South Parcel would provide 631 residential units comprised of two live-work units, 106 studio units, 293 one-bedroom units, 195 two-bedroom units, and 35 three-bedroom units. The North Parcel would provide 355 residential units comprised of five live-work units, 38 studio units, 175 one-bedroom units, 112 two-bedroom units, and 25 three-bedroom units. Therefore, the Project would not conflict with this goal, objective, or policies.</p>
<p>Policy 1.1.4: Plan for and provide sufficient services and amenities to support the existing and planned population.</p>	<p>No Conflict. The Project would include sufficient services and amenities to support the existing and planned population. Specifically, the Project would: (1) be developed on an urban infill site within a highly urbanized area in close proximity to services, shopping, amenities, and transit; and (2) include open space and recreational amenities to support existing and planned populations consistent with growth projections as set forth in the SCAG 2024-2050 RTP/SCS. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.</p> <p>Policy 1.3.2: Prioritize the development of new Affordable Housing in all communities, particularly those that currently have fewer Affordable units.</p>	<p>No Conflict. The Project would prioritize the development of affordable housing by providing 200 affordable housing units, and support the City’s SCAG RHNA-identified share of regional housing. The new residential uses would be located in close proximity to transit. Specifically, the Project Site is served by a variety of public transit options provided by Metro, LADOT, SCT, AVTA, and Torrance Transit.⁹ The Project Site is also served by the Metro A Line Chinatown Station, located approximately 400 feet south of the Project Site, and Union Station, located approximately 0.55 miles southeast of the Project Site. Therefore, the Project would not conflict with these policies.</p>
<p>Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.</p>	<p>No Conflict. The Project would deliver new quality housing units, which would help stabilize the housing stock and provide a variety of housing units at different</p>

⁹ Metro and LADOT provide bus stops along North Broadway and SCT, AVTA, Torrance Transit, and OCTA stop at Union Station’s Patsaouras Transit Plaza.

Table 3 (Continued)
Applicable Goals, Objectives and Policies of the General Plan Housing Element 2021–2029

Goals/Objectives/Policy	Would the Project Conflict?
	price points. Therefore, the Project would not conflict with this goal.
Objective 2.1: Strengthen renter protections, prevent displacement and increase the stock of affordable housing.	No Conflict. The Project would be developed on a site that does not have existing housing and, thereby, would not displace any existing residents. Rather, the Project would increase the stock of affordable housing. Therefore, the Project would not conflict with this objective.
Policy 2.1.6: Promote the use of housing for long-term residents and limit practices such as short-term rentals, conversions to hotels, and prolonged vacancies.	No Conflict. The Project would deliver rental units that are designed for long-term residents. The location, rental types, building design, and rental obligations are not for short-term rentals, and the Project does not seek approval for stays of less than 30 days. The Project also does not involve the conversion to hotels. Therefore, the Project would not conflict with this policy.
Objective 2.3: Preserve, conserve and improve the quality of housing.	No Conflict. The Project would improve the quality of housing by constructing new residential units in proximity to existing jobs (including those that may be offered by the commercial uses on the Project Site), destinations, and other neighborhood services in a transit-rich area, which would promote neighborhood connectivity for existing and new residents. The Project would add new rental housing stock without displacing any existing housing or other uses and improve the overall quality and selection of housing in the area. Therefore, the Project would not conflict with this objective.
<p>Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.</p> <p>Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.</p>	<p>No Conflict: The Project would develop a variety of housing types, including 200 affordable housing units. Furthermore, the Project would incorporate sustainable building features and construction protocols required by the Los Angeles Green Building Code, the CALGreen Code, and the California Building Energy Efficiency Standards. The Project would also include numerous on-site common and private open space amenities. Specifically, on the South Parcel, the Project would provide approximately 46,498 square feet of common open space and 1,250 square feet of private open space, inclusive of residential balconies and decks. The ground level outdoor open space would be comprised of outdoor fitness areas, such as the hill climb area, courtyards, promenades, seating areas, and a small terraced amphitheater seating area. On the North Parcel, the Project would provide approximately 38,374 square feet of common open space and 1,450 square feet of private open space, inclusive of residential balconies and decks. The ground level outdoor open space would be comprised of a garden dining terrace, public shopping gardens, public garden plaza and kiosks, landscape trellis,</p>

Table 3 (Continued)
Applicable Goals, Objectives and Policies of the General Plan Housing Element 2021–2029

Goals/Objectives/Policy	Would the Project Conflict?
	<p>promenades, and associated raised planters and seating. The proposed ground level open space areas would promote walkability and enhance pedestrian activity. In addition, the Project would include a Central Greenspace in the central portion of the Project Site to connect the North Parcel and the South Parcel. This narrow open space area would be landscaped with native trees and understory vegetation. Furthermore, the Project would include 110 new street trees along the perimeter of the Project Site which would enhance the streetscape. The Project's proposed housing types, sustainability features, and open space areas would serve to promote healthy living, community belonging and inclusive neighborhoods. Therefore, the Project would not conflict with this goal or objective.</p>
<p>Policy 3.1.2: Promote new development that furthers Citywide Housing Priorities in balance with the existing architectural and cultural context.</p> <p>Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.</p> <p>Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.</p> <p>Policy 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.</p>	<p>No Conflict. The Project would include 986 new residential units, including 200 affordable units that would provide a range of housing opportunities. The Project would support Policies 3.1.2 and 3.2.1 by incorporating a design that would be compatible with the general characteristics of the surrounding neighborhood as related to height, density, and architecture. The proposed architecture would reflect the industrial character of the area by utilizing cast-in-place concrete walls, structural steel, metal panels, fiber cement board, and glass/steel guardrails.</p> <p>The Project would support Policies 3.1.5 and 3.1.7 by incorporating numerous on-site common and private open space and recreational amenities. The Project would include a Central Greenspace in the central portion of the Project Site to connect the North Parcel and the South Parcel. This narrow open space area would be landscaped with native trees and understory vegetation. Furthermore, the Project would include 212 new on-site trees and 110 new street trees along the perimeter of the Project Site which would enhance the streetscape.</p> <p>Therefore, the Project would not conflict with these policies.</p>
<p>Policy 3.1.4: Site buildings and orient building features to maximize benefit of nearby amenities and minimize exposure to features that may result in negative health or environmental impacts.</p> <p>Policy 3.2.2: Promote new multi-family housing, particularly affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing</p>	<p>No Conflict. As demonstrated by the analysis within this Draft EIR, operation of the Project would not result in any significant environmental impacts. The Project would provide different housing unit types at various costs through the development of 986 residential units, including 200 affordable units. The South Parcel would provide 631 residential units comprised of two live-work units, 106 studio units, 293 one-bedroom units, 195 two-bedroom units, and 35 three-bedroom units. The North Parcel would provide 355 residential units comprised of five live-work units, 38 studio units, 175 one-bedroom</p>

Table 3 (Continued)
Applicable Goals, Objectives and Policies of the General Plan Housing Element 2021–2029

Goals/Objectives/Policy	Would the Project Conflict?
balance, help shorten commutes, and reduce greenhouse gas emissions.	units, 112 two-bedroom units, and 25 three-bedroom units. These new residential uses would be located in close proximity to transit. Specifically, the Project Site is served by a variety of public transit options provided by Metro, LADOT, OCT, AVTA, and Torrance Transit. ¹⁰ The Project Site is also served by the Metro A Line Chinatown Station, located approximately 400 feet south of the Project Site, and Union Station, located approximately 0.6 miles southeast of the Project Site. Furthermore, the Project would also implement a TDM Program which includes measures in compliance with the City's TDM Ordinance, as well as additional strategies which exceed the TDM Ordinance included as Project Design Feature TR-PDF-2 to reduce the number of SOV trips to the Project Site and promote alternative modes of transportation. In addition, the provision of housing in close proximity to transit and other employment opportunities would help to facilitate a better jobs-housing balance, reduce VMT, and reduce greenhouse gas (GHG) emissions. Therefore, the Project would not conflict with these policies.
Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.	No Conflict. The Project would provide housing in proximity to public transit, existing jobs, destinations, and other neighborhood services. Furthermore, the Project incorporate environmentally sustainable design features as required by the Los Angeles Green Building Code, the CALGreen Code, and the California Building Energy Efficiency Standards. The Project would also provide different housing unit types at various costs for various income levels. Therefore, the Project would not conflict with this objective.
<p>Policy 3.2.5: Promote and facilitate the reduction of water, energy, carbon and waste consumption in new and existing housing.</p> <p>Policy 3.2.7: Provide environmentally sustainable development standards and incorporate sustainable best practice in building and zoning code updates.</p>	No Conflict. As evaluated in Sections IV.B, Air Quality and IV.F, Greenhouse Gas Emissions, of this Draft EIR, the Project would result in less-than-significant impacts related to air quality and GHG emissions during construction and operation. Pursuant to Project Design Feature GHG-PDF-1 as described in Section IV.F, Greenhouse Gas Emissions, of this Draft EIR, the Project would incorporate features to support and promote environmental sustainability by complying with applicable State and local regulatory requirements, which includes the provision of at least 40 percent of overall residential parking spaces provided on the Project Site that are capable of supporting future EVSE with 10 percent of the overall residential spaces equipped with EVSE to create

¹⁰ Metro and LADOT provide bus stops along North Broadway and SCT, AVTA, Torrance Transit, and OCTA stop at Union Station's Patsaouras Transit Plaza.

Table 3 (Continued)
Applicable Goals, Objectives and Policies of the General Plan Housing Element 2021–2029

Goals/Objectives/Policy	Would the Project Conflict?
	EV charging stations and 30 percent of overall non-residential parking spaces provided on the Project Site that are capable of supporting future EVSE and 20 percent of the overall non-residential spaces equipped with EVSE to create EV charging stations. Provisions of the EVSE and EV charging stations would help to facilitate and encourage use of alternative fueled vehicles. These features would reduce GHG emissions and improve air quality. Therefore, the Project would not conflict with these policies.
Policy 3.2.9: Consider accommodating new residential uses, including live/work and mixed-use, in less-productive industrial, office, and commercial areas when the site can accommodate housing in keeping with citywide industrial land, and jobs-housing and jobs preservation priorities, and when sites have been appropriately tested and remediated, if necessary.	No Conflict. The Project would involve the construction of 986 residential units, including 200 affordable units and seven live-work units, as part of a mixed-use development on an industrially zoned site. The Project Site is located in an urbanized, transit-rich area, and therefore would provide housing in proximity to existing jobs, destinations, and other neighborhood services, such as public transit, without displacing housing or any existing uses. Further, the Project Site is not identified for preservation in any Community Plan or Citywide industrial land use preservation policies or areas, and would result in net additional employment opportunities even after removal of on-site uses. Thus, the Project would not conflict with this policy.
Objective 4.1: Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.	No Conflict. The Project would provide different housing unit types at various costs through the development of 986 residential units, including 200 affordable units. The South Parcel would provide 631 residential units comprised of two live-work units, 106 studio units, 293 1-bedroom units, 195 2-bedroom units, and 35 3-bedroom units. The North Parcel would provide 355 residential units comprised of five live-work units, 38 studio units, 175 1-bedroom units, 112 2-bedroom units, and 25 3-bedroom units. In addition, the Project would be designed in accordance with ADA requirements, and would comply with all applicable anti-discrimination laws. Therefore, the Project would not conflict with this objective.
Policy 4.1.1: Promote and facilitate equal opportunity practices in the construction, provision, sale and rental of housing.	No Conflict. The Project would develop new residential units that would comply with all applicable laws, during both construction and operation, including without limitation anti-discrimination laws. Therefore, the Project would not conflict with this policy.
Policy 4.3.2: Ensure that all neighborhoods have a range of housing typologies to provide housing options for residents to remain in the same community, when and if their needs change.	No Conflict. The new residential units created by the Project would add a new typology of housing units to the Project Site and to the existing housing stock in the area without displacing any existing housing or other uses, allowing existing residents to remain in the area and new residents to relocate to the area and to be part of the

Table 3 (Continued)
Applicable Goals, Objectives and Policies of the General Plan Housing Element 2021–2029

Goals/Objectives/Policy	Would the Project Conflict?
	community. The Project would provide new residential options to increase support for existing and future commercial businesses and services that benefit the larger community. Therefore, the Project would not conflict with this policy.
<hr/> <i>Source: Eyestone Environmental, 2025.</i>	

**Table 4
Applicable Objectives and Policies of the Central City North Community Plan**

Objectives/Policies	Analysis of Project Consistency
Residential	
<p>Goal 1: A safe, secure, and high-quality residential environment for all economic, age, and ethnic segments of the community.</p>	<p>No Conflict. The Project would construct 986 residential units, including 200 affordable units. Furthermore, the Project would provide a combination of activating ground floor commercial uses, including seven live-work units, promenades, public open space amenities, and landscape improvements. In addition, the Project would be designed such that entrances to and exits from buildings, open spaces around buildings, and pedestrian walkways would be open and in view of surrounding sites. In addition, buildings and walkways would be properly lit in order to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. Furthermore, discussed in Section IV.L.2, Public Services—Police Protection, of this Draft EIR, the Project would incorporate Project Design Features POL-PDF-1 through POL-PDF-3 to increase Project Site security and minimize the Project’s demand for police protection services. Specifically, pursuant to Project Design Feature POL-PDF-1, the Applicant would implement temporary security measures during construction, including security patrols, fencing and lighting to secure the Project Site during construction. Pursuant to Project Design Feature POL-PDF-2, the Project would implement a 24-hour/seven-day security plan incorporating on-site security staff; security cameras; adequate lighting of parking facilities, elevators, pedestrian walkways, building entries, open spaces and lobbies to reduce areas of concealment; design of public spaces to be easily patrolled and accessed by safety personnel; and design of entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites. Lastly, pursuant to Project Design Feature POL-PF-3, the Applicant would consult with LAPD regarding the incorporation of feasible crime prevention features and submit a diagram of the Project Site to the LAPD showing access routes and other information that might facilitate police response. As such, the project would provide for a safe, secure, and high-quality residential environment. Therefore, the Project would not conflict with this goal.</p>
<p>Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Central City North area to the year 2010.</p> <p>Policy 1-1.2: Protect the quality of the residential environment through attention to the appearance of</p>	<p>No Conflict. The Project Site does not currently contain residential uses. Therefore, the Project would not displace any existing housing. The Project would provide different housing unit types at various costs through the development of 986 residential units, including 200 affordable units. The Project would replace maintenance facilities and bus staging areas with a cohesive high-quality residential and commercial development. The buildings would be designed to create passive and active</p>

Table 4 (Continued)
Applicable Objectives and Policies of the Central City North Community Plan

Objectives/Policies	Analysis of Project Consistency
communities, including attention to building and site design.	open space areas for both residents and visitors to utilize throughout the Project Site and to take advantage of the views of Downtown Los Angeles, as well as Los Angeles State Historic Park and the surrounding area. Therefore, the Project would not conflict with this objective or policy.
Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.	No Conflict. The Project would provide housing in proximity to public transit, existing jobs, destinations, and other neighborhood services. The Project Site is served by a variety of public transit options provided by Metro, LADOT, SCT, AVTA, Torrance Transit, and OCTA. ¹¹ The Project Site is also served by the Metro A Line Chinatown Station, located approximately 400 feet south of the Project Site, and Union Station, located approximately 0.55 miles southeast of the Project Site. The Project Site's close proximity to a variety of transit options would promote the use of alternative modes of transportation, thereby reducing vehicular trips. Furthermore, the Project would also implement a TDM Program which includes measures in compliance with the City's TDM Ordinance, as well as additional strategies which exceed the TDM Ordinance included as Project Design Feature TR-PDF-2 to reduce the number of SOV trips to the Project Site and promote alternative modes of transportation. Therefore, the Project would not conflict with this objective.
Policy 1-2.1: Encourage multiple residential development in commercial zones.	No Conflict. The Project would seek a General Plan Amendment to change the land use designation of the Project Site from Light Industrial to Regional Commercial; Furthermore, the Project would seek a Zone Change and Height District Change to change the zoning for the Project Site from MR2-1 to C2-2D. As previously discussed, the Project would construct 986 residential units, including 200 affordable units. The South Parcel would provide 631 residential units comprised of two live-work units, 106 studio units, 293 one-bedroom units, 195 two-bedroom units, and 35 three-bedroom units. The North Parcel would provide 355 residential units comprised of five live-work units, 38 studio units, 175 one-bedroom units, 112 two-bedroom units, and 25 three-bedroom units. With approval of the proposed discretionary actions, the Project would encourage multiple residential development in commercial zones. Therefore, the Project would not conflict with this policy.

¹¹ Metro and LADOT provide bus stops along North Broadway and SCT, AVTA, Torrance Transit, and OCTA stop at Union Station's Patsaouras Transit Plaza.

Table 4 (Continued)
Applicable Objectives and Policies of the Central City North Community Plan

Objectives/Policies	Analysis of Project Consistency
<p>Objective 1-3: To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.</p> <p>Policy 1-3.1: Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.</p>	<p>No Conflict. The Project would not be out of character with the surrounding area, which is an urbanized neighborhood that is characterized by a mix of land uses, including various residential, commercial, retail, restaurant, office, warehouse and industrial uses. The Project would provide 986 residential units, including 200 affordable units. The Project would provide a combination of activating ground floor commercial uses, including seven live-work units, promenades, public open space amenities, and landscape improvements. Outdoor ground-level hardscape areas and planted areas, including promenades, seating areas, courtyards, and plazas, would be publicly accessible and promote pedestrian activation and walkability at the street level. An abundance of shade trees, overhangs, and landscaped trellis areas would be integrated throughout the Project Site to provide respite shade areas and create a pedestrian scale. Overall, the proposed development would be designed to be compatible with the general urban characteristics of the surrounding neighborhood. Therefore, the Project would not conflict with this objective and policy.</p>
<p>Policy 1-3.2: Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are permitted.</p>	<p>No Conflict. The Project would introduce 986 new residential units, including 200 affordable units, on the Project Site, which would increase the residential density on the Project Site. However, the proposed residential land uses would not be out of character with the surrounding area, which is an urbanized neighborhood that is characterized by a mix of land uses, including residential and commercial uses at various densities, and scales of development. The mix of uses to be provided within the Project Site, as well as the Project Site's proximity to an array of public transit opportunities, would further enhance the livability of the neighborhood.</p> <p>The Project's potential impacts on services and public facilities have been analyzed in Section IV.L, Public Services, of this Draft EIR. As concluded in Section IV.L, Public Services, of this Draft EIR, the Project would not have a significant impact on services or public facilities. The Project's potential impacts on utility services have been analyzed in Section IV.O, Utilities and Service Systems, of this Draft EIR. As concluded therein, the Project would not have a significant impact on utility services. In addition, impacts on traffic levels have been analyzed in Section IV.M, Transportation, of this Draft EIR. As concluded therein, traffic impacts associated with vehicle miles traveled would be less than significant. In addition, as discussed in Section IV.F, Greenhouse Gas Emissions, of this Draft EIR, the Project would result in a reduction in vehicle miles traveled of approximately</p>

Table 4 (Continued)
Applicable Objectives and Policies of the Central City North Community Plan

Objectives/Policies	Analysis of Project Consistency
	79 percent for residential uses and a reduction of 64 percent for employees in comparison to a standard project as estimated by California Emissions Estimator Model (CalEEMod). This reduction is attributable to several Project characteristics that are aimed at increasing sustainability. Specifically, the Project represents an infill development within an existing urbanized area that would concentrate new residential, office, and commercial uses within a Transit Priority Area and a High-Quality Transit Area. The Project is well-served by public transit, with a total of approximately 37 local bus routes within a quarter mile of the Project Site. The Project would also provide 436 bicycle parking spaces and would be designed to encourage walkability through a mix of uses combined with open space and pedestrian enhancements. Thus, based on the above, the Project would not conflict with this policy.
Policy 1-4.1: Promote greater individual choice in type, quality, price, and location of housing.	No Conflict. Refer to Response to Objective 1-1 and Policy 1-1.2 above. The Project would provide different housing unit types at various costs through the development of 986 residential units, including 200 affordable units. The South Parcel would provide 631 residential units comprised of two live-work units, 106 studio units, 293 one-bedroom units, 195 two-bedroom units, and 35 three-bedroom units. The North Parcel would provide 355 residential units comprised of five live-work units, 38 studio units, 175 one-bedroom units, 112 two-bedroom units, and 25 three-bedroom units. Therefore, the Project would not conflict with this policy.
Policy 1-4.2: Ensure that new housing opportunities minimize displacement of the existing residents.	No Conflict. The Project Site does not currently contain residential uses. As such, the Project would not displace any existing housing. Therefore, the Project would not conflict with this policy.
Commercial	
Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.	No Conflict. The proposed commercial uses inclusive of retail and restaurant uses would help to provide additional opportunities for commercial development and services within the community. In addition, the Project would be located in an area that includes a mix of various residential, commercial, retail, restaurant, office, warehouse and industrial uses. Therefore, the Project would remain consistent with the uses surrounding the Project Site. As such, the Project would contribute to the development of a strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility, while preserving the historic commercial and cultural character of the district. The Project would not conflict with this goal.

Table 4 (Continued)
Applicable Objectives and Policies of the Central City North Community Plan

Objectives/Policies	Analysis of Project Consistency
<p>Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.</p> <p>Policy 2.1.4: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.</p>	<p>No Conflict. The Project would provide approximately 15,000 square feet of retail uses and 23,800 square feet of restaurant uses. The proposed retail and restaurant uses would help to provide additional opportunities for commercial development and services within the community. The Project has been designed to achieve a high level of quality and distinctive character while remaining compatible with existing uses surrounding the Project Site. Specifically, the Project would transform an existing primarily underdeveloped Project Site into a modernized development providing a mix of high-quality residential and commercial uses with public and private open space amenities. All ground floor uses would be designed to maximize the visual connection to the street by providing floor to ceiling windows with non-reflective glass coatings. The buildings would be designed to create passive and active open space areas for both residents and visitors to utilize throughout the Project Site and to take advantage of the views of Downtown Los Angeles, as well as Los Angeles State Historic Park and the surrounding area. Building massing and scale would include vertical and horizontal plane changes along the façades of the buildings and provide a strong visual connection between the North and South Parcels. A range of building heights would also be provided that would reflect the diversity of building heights within the general Project vicinity. The proposed architecture would also reflect the industrial character of the area by utilizing cast-in-place concrete walls, structural steel, metal panels, fiber cement board, and glass/steel guardrails. As such, the Project would conserve and strengthen viable commercial development in the community and achieve a high level of quality and compatibility with surrounding uses. The Project would not conflict with this objective and policy.</p>
<p>Objective 2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.</p>	<p>No Conflict. As previously discussed, the Project would introduce uses that provide a diverse commercial development within the community, thus contributing to the existing employment base and economic development within the community. As such, the Project would strengthen the economic base of the community. Therefore, the Project would not conflict with this objective.</p>
<p>Policy 2-2.2: New development needs to add to and enhance the existing pedestrian street activity.</p> <p>Policy 2-2.3: Require that the first floor street frontages of structures, including mixed use projects and parking structures located in</p>	<p>No Conflict. As discussed in Section II, Project Description, of this Draft EIR, on the South Parcel at the podium level and Building 2, restaurant and retail uses, such as a café and outdoor dining uses, would be located on the ground floor along North Broadway. At the western portion of the North Parcel, located within the Retail Block Building and podium, commercial uses and open space</p>

Table 4 (Continued)
Applicable Objectives and Policies of the Central City North Community Plan

Objectives/Policies	Analysis of Project Consistency
pedestrian oriented districts, incorporate commercial uses.	would create an activating environment encouraging pedestrians and visitors to the Project Site through uses, including public shopping gardens, garden dining terraces, and garden plazas and kiosks. As such, the Project would enhance existing pedestrian street activity and would include commercial uses along the ground floor street frontage. Therefore, the Project would not conflict with these policies.
<p>Objective 2-4: To enhance the appearance of commercial districts.</p> <p>Policy 2-4.1: Require that any proposed development be designed to enhance and be compatible with adjacent development.</p>	<p>No Conflict. The Project would be designed to enhance the appearance of the surrounding area and would be compatible with adjacent development. Specifically, the Project would transform an existing primarily underdeveloped Project Site into a modernized development providing a mix of high-quality residential and commercial uses with public and private open space amenities. The buildings would be designed with the intent to create passive and active open space areas for both residents and visitors to utilize throughout the Project Site and to take advantage of the views of Downtown Los Angeles, as well as Los Angeles State Historic Park and the surrounding area. The proposed architecture would reflect the industrial character of the area by utilizing cast-in-place concrete walls, structural steel, metal panels, fiber cement board, and glass/steel guardrails. Therefore, the Project would not conflict with this objective and policy.</p>
Open Space	
<p>Goal 5: A community with sufficient open space in balance with development to serve the recreational, environmental, and health needs of the community and to protect environmental and aesthetic resources.</p> <p>Objective 5-1: To preserve existing open space resources and where possible develop new open space.</p>	<p>No Conflict. The Project would provide a variety of open space areas within the Project Site for both residents and visitors, including approximately 132,949 square feet of open space and approximately 45,377 square feet of publicly accessible open space. On the South Parcel, the Project would provide approximately 46,498 square feet of common open space and 1,250 square feet of private open space, inclusive of residential balconies and decks. Indoor common open space on the South Parcel would include amenities, such as lounge areas, community rooms, and meeting room space. At the ground level, outdoor open space would be comprised of outdoor fitness areas, such as the hill climb area, courtyards, promenades, seating areas, and a small, terraced amphitheater seating area. On the North Parcel, the Project would provide approximately 38,374 square feet of common open space and 1,450 square feet of private open space, inclusive of residential balconies and decks. Indoor common open space on the North Parcel may include amenities, such as lounge areas and meeting room space. At the ground level, outdoor open space would be comprised of a garden dining terrace, public</p>

Table 4 (Continued)
Applicable Objectives and Policies of the Central City North Community Plan

Objectives/Policies	Analysis of Project Consistency
	shopping gardens, public garden plaza and kiosks, landscape trellis, promenades, and associated raised planters and seating. The proposed ground level open space areas would promote walkability, thereby serving the health needs of the community. Furthermore, the Project would not encroach onto the existing Los Angeles State Historic Park, which is a designated open space area. As such, the Project would provide new open space to serve the recreational, environmental, and health needs of the community. Therefore, the Project would not conflict with this objective.
Schools	
<p>Goal 6: Appropriate locations and adequate facilities for schools to serve the needs of the existing and future population.</p>	<p>No Conflict. As evaluated in the Initial Study prepared for the Project, included as Appendix A of this Draft EIR, there are currently nine Los Angeles Unified School District (LAUSD) schools that serve the Project Site. The Project could potentially increase the local student population by approximately 444 new students. Notwithstanding, pursuant to Senate Bill (SB) 50, the Applicant would be required to pay development fees for schools to LAUSD prior to the issuance of the Project's building permit. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other state or local law. Thus, the Project would not result in the need for new or altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service. Thus, the Project would not conflict with this goal.</p>
Libraries	
<p>Goal 7: Ensure that adequate library facilities are provided for the community's residents.</p>	<p>No Conflict. As discussed in Section IV.L.3, Public Services—Libraries, of this Draft EIR, the Project Site is located within the service areas of the Richard J. Riordan Central Library, Chinatown Branch Library, Cypress Park Branch Library and the Little Tokyo Branch Library. As concluded in Section IV.L.3, Public Services—Libraries, of this Draft EIR, with the generation of revenues to the City's General Fund that could be applied toward the provision of new library facilities and related staffing, operation of the Project would not result in the need for new or altered library facilities, the construction of which could cause significant environmental impacts. As such, impacts on library facilities during operation of the Project would be less than significant. Therefore, the Project would not conflict with this goal.</p>

Table 4 (Continued)
Applicable Objectives and Policies of the Central City North Community Plan

Objectives/Policies	Analysis of Project Consistency
Police Protection	
<p>Objective 8-1: To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.</p>	<p>No Conflict. As discussed in Section IV.L.2, Public Services—Police Protection, of this Draft EIR, the Project would result in a residential population of approximately 2,399 persons. The residential service population of approximately 2,399 residents would increase the existing police service population from approximately 40,000 persons to 42,399 persons, which would decrease the officer-to-resident ratio from the current ratio of one officer per 130 residents to one officer per 138 residents. Pursuant to Project Design Feature POL-PDF-2, the Project would implement a 24-hour/seven-day security plan incorporating on-site security staff; security cameras; adequate lighting of parking facilities, elevators, pedestrian walkways, building entries, open spaces and lobbies to reduce areas of concealment; design of public spaces to be easily patrolled and accessed by safety personnel; and design of entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites. Furthermore, as specified in Project Design Feature POL-PDF-3, the Applicant would consult with LAPD regarding the incorporation of feasible crime prevention features and submit a diagram of the Project Site to the LAPD showing access routes and other information that might facilitate police response. These features would help offset the Project-related increase in demand for police services and minimize the need for new or altered facilities. Therefore, the Project would not conflict with this objective.</p>
<p>Policy 8-2.2: Ensure that landscaping around buildings be placed so as not to impede visibility.</p>	<p>No Conflict. To facilitate police response in the event of an emergency, the Project would be designed with landscaping that would not impede visibility and impact safety of the Project Site. Specifically, the Project would include promenades, publicly-accessible open space amenities, and landscape improvements on the ground floor of the Project Site, which would promote pedestrian activity and natural surveillance. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 8-2.3: Ensure adequate lighting around residential, commercial, and industrial buildings in order to improve security.</p>	<p>No Conflict. As discussed in Section II, Project Description, of this Draft EIR, the security lighting for the exterior courtyards and pedestrian walkways includes a combination of low-intensity LED luminaries, pedestrian poles, decorative lanterns, bollards, and recessed step lights. As discussed in Section IV.L.2, Public Services—Police Protection, of this Draft EIR, pursuant to Project Design Feature POL-PDF-1, during construction, the would implement temporary security measures, including, but not limited to, low-level security lighting. Pursuant to</p>

Table 4 (Continued)
Applicable Objectives and Policies of the Central City North Community Plan

Objectives/Policies	Analysis of Project Consistency
	Project Design Feature POL-PDF-2, during operation, the Project would implement a 24-hour/seven-day security plan that would include adequate lighting of parking facilities, elevators, pedestrian walkways, building entries, open spaces and lobbies to reduce areas of concealment. Therefore, the Project would not conflict with this policy.
Policy 8-2.4: Insure that recreational facilities in multiple family residential complexes are designed to provide adequate visibility security.	No Conflict. The Project would provide a combination of activating ground floor commercial uses, including seven live-work units, promenades, public open space amenities, and landscape improvements. Furthermore, the Project would be designed such that entrances to and exits from buildings, open spaces around buildings, and pedestrian walkways would be open and in view of surrounding sites. In addition, buildings and walkways would be properly lit in order to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. Therefore, the Project would not conflict with this policy.
Fire Protection	
Policy 9-1.1: Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.	No Conflict. As discussed in Section IV.L.1, Public Services—Fire Protection, of this Draft EIR, compliance with applicable Building and Fire Code requirements would be confirmed as part of LAFD's fire/life safety plan review and fire/life safety inspection, as set forth in LAMC Section 57.118, prior to the issuance of a building permit. As concluded in Section IV.L.1, Public Services—Fire Protection, of this Draft EIR, the Project's impacts to service demands would be less than significant. Therefore, the Project would not conflict with this policy.
Transportation and Circulation	
Goal 12: Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips. Objective 12-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips. Policy 12-1.1: Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles, and walking, etc.).	Consistent. As discussed in Section IV.M, Transportation, of this Draft EIR, pursuant to Project Design Feature TR-PDF-2, the Project would implement various TDM strategies that would exceed the requirements established in the current TDM ordinance. The proposed TDM strategies would further reduce the number of SOV trips to the Project Site and VMT per capita. Furthermore, the Project would provide 80 short-term and 722 long-term bicycle parking spaces, which would encourage alternative modes of transportation. Therefore, the Project would not conflict with this goal, objective or policy.
Policy 12-1.3: Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.	No Conflict. The Project would submit a TDM Plan to the City for approval. Therefore, the Project would not conflict with this policy.

Table 4 (Continued)
Applicable Objectives and Policies of the Central City North Community Plan

Objectives/Policies	Analysis of Project Consistency
Non-Motorized Transportation	
<p>Goal 13: A system of safe, efficient and attractive bicycle and pedestrian facilities.</p> <p>Policy 13.1.4: Encourage the provision of changing rooms, showers, and bicycle storage at new and existing and non-residential developments and public places.</p>	<p>No Conflict. The Project would enhance pedestrian access within and around the Project Site by providing connections to pedestrian walkways, publicly accessible promenades, courtyards, and plazas. The Project would provide a three-foot dedication on North Broadway to widen the pedestrian sidewalk. Separate pedestrian entrances from vehicular driveways to the Project Site would also be provided. All driveways would be designed to provide an adequate pedestrian refuge area between the driveways where necessary. Furthermore, as previously discussed, the Project would provide 80 short-term and 722 long-term bicycle parking spaces. Therefore, the Project would not conflict with this goal and policy.</p>
Historic and Cultural Resources	
<p>Goal 17: Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.</p> <p>Objective 17-1: To ensure that the Community's historically significant resources and protected, preserved, and/or enhanced.</p>	<p>No Conflict. As discussed in Section IV.C, Cultural Resources, of this Draft EIR, the Buena Vista Street Viaduct is listed in the California Historic Resources Inventory. Furthermore, there are cultural resources identified in the vicinity and within the Project Site, including the Zanja Madre. The Buena Vista Street Viaduct is located adjacent to the northernmost portion of the North Parcel, and a retaining wall, assumed to be historic due to the connection with the viaduct, is located directly adjacent to the North Parcel in the public right-of-way. As it is likely associated with or part of a historical resource, it has the potential to be impacted by vibration during construction activities. However, with implementation of Mitigation Measure NOI-MM-3 as set forth in Section IV.I, Noise, of this Draft EIR, potential indirect impacts to the Buena Vista Street Viaduct due to vibration during on-site construction would be less than significant. Furthermore, as set forth in Section IV.C, Cultural Resources, of this Draft EIR, the Project would implement Mitigation Measure CUL-MM-1 which requires the Project to retain a qualified archaeologist to prepare and implement a written Cultural Resources Monitoring and Treatment Plan (CRMTP) for the Zanja Madre and potential other buried cultural resources. With implementation of this mitigation measure together with Mitigation Measure NOI-MM-3, which is required to mitigate for potential short-term vibration impacts to the single-story storage building within the Capitol Milling Company property and the retaining wall and concrete guardrail bridge abutment on the Buena Vista Street Viaduct bridge during construction activities, potential impacts would be reduced to less than significant levels.</p>

Table 4 (Continued)
Applicable Objectives and Policies of the Central City North Community Plan

Objectives/Policies	Analysis of Project Consistency
	Therefore, the Project would not conflict with this goal and objective.
<hr/> <i>Source: Eyestone Environmental, 2025.</i>	