Appendix G

Land Use Tables

Appendix G
Land Use Tables

Table 1
Applicable Regional Planning Policies of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS)

Applicable Regional Planning Policies	Would the Project Conflict?
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). **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).	**No Conflict.** The Project would comply with all design element requirements, including proper driveway alignment, sidewalk widths to the extent feasible, improved lighting elements, and landscaping design that does not hinder sight distance, mobility, or accessibility, to minimize effects on the public rights-of-way (ROWs). Furthermore, the Project's streetscape improvements and bicycle facilities would enhance the public ROW and help facilitate pedestrian and bicycle accessibility to improve the safety and mobility of all users. The Project Site is located directly across Alameda Street from the Metro A Line Chinatown Station, with access on the northwestern and southwestern corners of the intersection of West College Street and North Alameda Street/Spring Street. The Project Site is also located in close proximity to stops for Metro Lines 70 and 76; LADOT DASH Lincoln Heights/Chinatown route and DASH Downtown Routes A, B, D, and E; and Santa Clarita Transit (SCT) Lines 794 and 799. Therefore, the Project would not conflict with these policies.
05: Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery. **07:** Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety.	**No Conflict.** The Project would support first/last-mile connections to transit and alternative modes of transportation through the provision of bicycle parking in excess of the Los Angeles Municipal Code (LAMC) requirements, lockers, showers, and improvements to pedestrian facilities through the provision of new street trees and landscaped sidewalks. Furthermore, as noted immediately above, the Project Site is located across the street from the Metro A Line Chinatown Station and in close proximity to bus stops for Metro Lines 70 and 76; DASH Lincoln Heights/Chinatown Route; DASH Downtown Routes A, B, D, and E; and SCT Lines 794 and 799. Moreover, the Project Site is located approximately 0.5 miles north of Union Station, which is a hub for all major public transit lines for the region. Therefore, the Project would not conflict with these policies.
09: Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.	**No Conflict.** The Project proposes new office, retail, and restaurant uses, creating employment opportunities within a SCAG-designated High Quality Transit Corridor (HQTC) and across the street to the east of the Metro A Line

Table 1 (Continued)
Applicable Regional Planning Policies of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS)

Applicable Regional Planning Policies	Would the Project Conflict?
	Chinatown Station. The Project Site is also located in close proximity to bus stops for Metro Lines 70 and 76; DASH Lincoln Heights/Chinatown Route; DASH Downtown Routes A, B, D, and E; and SCT Lines 794 and 799. Moreover, the Project Site is located approximately 0.5 miles north of Union Station, which is a hub for all major public transit lines for the region. Therefore, the Project would not conflict with this 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.). **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.	**No Conflict.** Although the Project is not a transportation project, it would not interfere with this policy because the Project would encourage alternative modes of transportation by providing bicycle parking, lockers, and showers, as well as landscaped sidewalks around the site perimeter, as noted above. Additionally, as discussed in Section IV.I, Transportation, of this Draft EIR, the Project would implement a TDM program to promote non-automobile travel, such as biking, and reduce the use of single-occupant vehicle trips with a comprehensive program of design elements, public transportation services, education programs, and incentive programs. The TDM program would be beneficial to traffic flow, transit service, pedestrian circulation, and overall mobility in the Project area. The Project would also include pedestrian enhancements surrounding the Project Site, such as wider sidewalks, street trees, publicly accessible outdoor amenities, and landscaping elements for a more comfortable environment. The Project would also coordinate with LADOT regarding any improvements to the existing DASH stop on North Alameda Street near the northwestern corner of the Project Site. Therefore, the Project would not conflict with these policies.
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.	**No Conflict.** As discussed in Section IV.I, Transportation, of this Draft EIR, Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. The Project Site is not located adjacent to any roadways that have been identified as part of the High Injury Network (HIN). Near the Project Site, West College Street between Spring Street and Yale Street is identified in the HIN. Additionally, no active Vision Zero Safety Improvements projects are planned adjacent to or within the Project Site vicinity. The Project would include vehicular access on West College Street but would provide pedestrian enhancements along the Project Site frontages, such as new sidewalks and landscaping, to improve the overall pedestrian experience. As such, the Project would not preclude the City from implementing future Vision Zero safety improvements. Therefore, the Project would not conflict with this policy.

Table 1 (Continued)
Applicable Regional Planning Policies of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS)

Applicable Regional Planning Policies	Would the Project Conflict?
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. **34:** Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV options and shorter trip distances, combined trips and reduced vehicle miles traveled.	**No Conflict.** As noted above, the Project Site is located in an area well-served by existing transit, including multiple local and regional bus lines and rail lines. The Project would provide bicycle parking, lockers, and showers, and improve the pedestrian facilities around the Project Site through the provision of wider sidewalks. The Project would also coordinate with LADOT regarding any improvements to the existing DASH stop on North Alameda Street near the northwestern corner of the Project Site. . These Project improvements would promote non-automobile travel (i.e., active/non-motorized transportation, such as bicycling and walking). Furthermore, the Project would provide employment opportunities in an area that is served by a variety of transit options, which would promote the use of alternative modes of transportation. Therefore, the Project would not conflict with these policies.
42: Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home as places that result in fewer and shorter trips because of the proximity to complementary land uses.	**No Conflict.** The Project supports implementation of this policy by locating community-serving office, retail, and restaurant uses within an HQTC as well as in an area well-served by public transit and containing residential uses and other office/commercial uses, as discussed above. The Project would also include bicycle parking, lockers, and showers, as well as improvements to the pedestrian facilities through the provision of wider sidewalks, street trees, publicly accessible outdoor amenities, and landscaping elements for a more comfortable environment. The Project would also coordinate with LADOT regarding any improvements to the existing DASH stop on North Alameda Street near the northwestern corner of the Project Site. Therefore, the Project would not conflict with this policy.
48: Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience. **49:** Support communities across the region to advance innovative sustainable development practices.	**No Conflict.** The Project would support environmental sustainability by incorporating sustainable building features and construction protocols required by the Los Angeles Green Building Code (LAMC Chapter IX, Article 9), the California Green Building Standards (CALGreen Code), and the California Building Energy Efficiency Standards (California Code of Regulations [CCR], Title 24, Part 6; referred to as the California Energy Code). Both in compliance with and, in some cases, in exceedance of the aforementioned code requirements, a number of specific sustainable design components would be incorporated into the Project, such as Energy Star appliances; solar panels; 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 some outdoor

Table 1 (Continued)
Applicable Regional Planning Policies of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS)

Applicable Regional Planning Policies	Would the Project Conflict?
	areas; vegetated roofs to help reduce energy use; short- and long-term bicycle parking in excess of LAMC requirements; storm water capture; pedestrian-first design, employment and commercial activity center near various public transit stops; use of daylighting, where feasible; and energy-efficient lighting. The Project would include a 500-kilowatt (kW) solar system with two 250-kW inverters in compliance with Title 24. In addition, the Project would meet the Los Angeles Green Building Code requirements for parking facilities capable of supporting future electric vehicle supply equipment (EVSE), as well as parking spaces equipped with electric vehicle (EV) charging stations. Pursuant to City of Los Angeles Ordinance No. 186,485 and Ordinance No. 186,488, 30 percent of total new parking spaces would be capable of supporting future EVSE, and 10 percent of total new spaces would include EV charging stations. The Project would also implement Project Design Feature GHG-PDF-1, which does not allow for natural gas usage in new buildings with the exception of commercial kitchens, such as restaurant uses and emergency generators. Therefore, the Project would not conflict with these policies.
51: Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts. **53:** Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.	**No Conflict.** As discussed in Sections IV.A, Air Quality and IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project would result in less-than-significant impacts related to air quality and greenhouse gas emissions. Furthermore, the Project would incorporate sustainable building features and construction protocols required by the Los Angeles Green Building Code (LAMC Chapter IX, Article 9), the CALGreen Code, and the California Building Energy Efficiency Standards (CCR, Title 24, Part 6; referred to as the California Energy Code). Both in compliance with and, in some cases, in exceedance of the aforementioned Code requirements, a number of specific sustainable design components would be incorporated into the Project, such as Energy Star appliances; solar panels; 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 some outdoor areas; vegetated roofs to help reduce energy use; short- and long-term bicycle parking in excess of LAMC requirements; storm water capture; pedestrian-first design; employment and commercial activity center near various public transit stops; use of daylighting, where feasible; and energy-efficient lighting. The Project would include a 500-kilowatt (kW) solar system with two 250-kW inverters in compliance with Title 24 and EV charging stations and

Table 1 (Continued)
Applicable Regional Planning Policies of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS)

Applicable Regional Planning Policies	Would the Project Conflict?
	installation of EVSE equipment pursuant to City of Los Angeles Ordinance No. 186,485 and Ordinance No. 186,488. These standards would reduce energy and water usage and waste thereby, potentially reducing associated greenhouse gas emissions and helping to minimize the impact on natural resources and infrastructure Therefore, the Project would not conflict with these policies.
65: Support local and regional climate and hazard planning implementation efforts for transportation, land use, and other factors.	**No Conflict.** With regard to local and regional climate planning efforts, as discussed in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project would include numerous features to reduce GHG emissions (e.g., TDM features, water conservation features, EV chargers, etc.) and, thus, would support local and regional efforts related to climate change. In addition, the Project Site is well-served by public transit, including multiple Metro bus lines, LADOT DASH lines, and the Metro A Line Chinatown Station and is also located within an HQTC, which would promote alternative modes of transportation and climate planning efforts. As such, the Project supports SCAG's planning and consideration of transportation and land use policies. With respect to hazard planning, the Project would not conflict with this policy because, as evaluated in the Initial Study included as Appendix A of this Draft EIR, it would result in less than significant impacts with respect to seismic hazards, flooding hazards, and wildfire hazards. Specifically, as it related to seismic hazards, while the Project is located in the seismically active region of Southern California, the Los Angeles Department of Building and Safety (LADBS) is responsible for implementing the provisions of the Los Angeles Building Code (which incorporates the current seismic design provisions of the California Building Code with additional City provisions), and the Project would be required to comply with the plan review and permitting requirements of LADBS, including the recommendations provided in a final geotechnical report for the Project, which will be subject to review and approval by LADBS. Regarding liquefaction, the Project Site is located within an area identified as having a potential for liquefaction as mapped by the State and City. Additional liquefaction analysis was therefore performed as part of the Geotechnical Investigation included as Appendix IS-2 of the Initial Study and concluded the soils underlying the Project Site are characterized as Site Class D and the corresponding seismic design criteria are applicable. In addition, as noted above, the Project would be subject to current building codes that are enforced by LADBS.

Table 1 (Continued)
Applicable Regional Planning Policies of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS)

Applicable Regional Planning Policies	Would the Project Conflict?
	As it relates to flood hazards, 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. Specifically, stormwater flows would decrease with implementation of the Project and there would be no increase in runoff volumes into the existing storm drain system. In addition, the Project would implement a capture and use system to comply with Low Impact Development (LID) requirements. Lastly, as it relates to wildfire, the Project Site is located in an urbanized area, and there are no wildlands located in the vicinity of the Project Site. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone or Fire District No. 1, which consists of areas identified by the City that are required to meet additional development regulations to reduce fire hazard-related risks. While the northwestern portion of the Project Site is located within a Moderate Fire Hazard Severity Zone based on maps released by CalFire in March 2025, as discussed in Section IV.G, Hazards and Hazardous Materials, of this Draft EIR, the Project would be developed in accordance with LAMC requirements pertaining to fire safety. Therefore, the Project would not conflict with this policy.
67: Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.	**No Conflict.** The Project would promote sustainable water use planning through the inclusion of plumbing fixtures and fittings that comply with the performance requirements specified in the Los Angeles Green Building Code; weather-based irrigation systems; and water-efficient plantings with drought-tolerant species. In addition, as evaluated in Section IV.K.1, Utilities and Service Systems—Water Supply, of this Draft EIR, based on Los Angeles Department of Water and Power's (LADWP) demand projections provided in its 2020 Urban Water Management Plan (UWMP), LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, the Project would not conflict with this policy.

Source: Eyestone Environmental, 2025.

Table 2
Objectives and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
Land Use Chapter	
Section 2. Issue One: Distribution of Land Use	
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.	**No Conflict.** While this policy refers to the citywide provision of public infrastructure, as discussed in Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, and Section IV.K.2, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, and the Initial Study included in Appendix A of this Draft EIR, the existing water, wastewater, and energy utilities serving the Project Site would have capacity to serve the Project. Therefore, the Project would not conflict with this policy.
Policy 3.1.3: Identify area 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.	**No Conflict**. While this policy relates to citywide provision of open space, the Project supports this vision of development by providing private and publicly accessible outdoor areas and amenities. Specifically, although the LAMC does not require commercial and office developments to include open space, the Project would incorporate a variety of outdoor areas and amenities to serve the needs of the employees and visitors of the Project. Specifically, the Project would provide approximately 52,716 square feet of outdoor areas on-site, including 33,776 square feet of hardscaping and 18,940 square feet of landscaping, 14,551 square feet of which would be publicly accessible on the ground floor. Additionally, the Project would provide approximately 13,575 square feet of outdoor space within the public right-of-way and accessible to the public, of which 11,217 square feet would be hardscaping and 2,358 square feet would be landscaping at the sidewalk areas adjacent to the Project Site. In total, the Project would provide approximately 28,126 square feet of publicly-accessible hardscape and landscaped areas on- and off-site. The Project would also enhance the public areas along the Project Site's perimeter through streetscape improvements that would create a cohesive visual identity for the Project Site. Specifically, the Project would include new landscaping, consisting of street trees and shrubs, along North Alameda Street, West College Street, North Main Street, and Bruno Street. Therefore, the Project would not conflict with this policy.
Policy 3.1.5: Allow amendments to the community plans and coastal plans to further refine General Plan Framework Element land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input. These changes shall be allowed provided (a) that the basic differentiation	**No Conflict.** While this policy applies to the City, the Project would not conflict with its intent for the following reasons. The Project is located with the Downtown Community Plan (DTLA 2040) which became effective on January 27, 2025. Since the application for this Project was filed before DTLA 2040 became effective, the provisions of DTLA 2040 do not apply to this Project. As

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

Objective/Policy	Would the Project Conflict?
and relationships among land use districts are maintained, (b) there is no reduction in overall housing capacity, and (c) additional environmental review is conducted in accordance with the California Environmental Quality Act should the impacts of the changes exceed the levels of significance defined and modify the conclusions of the Framework Element's Environmental Impact Report.	such, the Central City North Community Plan is still the operative land use document for the Project Site, and therefore, DTLA 2040 is not applicable to the Project or Project Site. As such, the Project would require an amendment to the Central City North Community Plan (Community Plan) to amend Community Plan Footnote No. 7 to allow the FAR for commercial development at the Project Site to exceed 1.5:1 and a Vesting Zone and Height District Change to change the zoning for the Project Site from [Q]C2-2-RIO and [T][Q]C2-2-RIO to C2-2D-RIO to allow for the proposed approximately 2.42:1 FAR in-lieu of the 1.5:1 FAR otherwise permitted. With a mix of commercial land uses, including office, retail, and restaurant uses, the Project would maintain the basic differentiation and relationships among land use districts and not reduce overall housing capacity because the requested changes do not preclude housing. In addition, the Project is subject to environmental review in accordance with CEQA. Therefore, the Project would not conflict with this policy.
Policy 3.1.9: Assure that fair treatment of people of all races, cultures, incomes, and education levels with respect to the development, implementation and enforcement of environmental laws, regulations, and policies, including affirmative efforts to inform and involve environmental groups, especially environmental justice groups, in early planning stages through notification and two-way communication.	**No Conflict.** While this policy applies to the City, pursuant to CEQA, the City and the Applicant have engaged with the community throughout the planning and environmental review process. In accordance with CEQA Section 15082, a Notice of Preparation (NOP) of a Draft EIR was published on June 4, 2024, to provide the public, nearby residents and property owners, agencies, and other interested parties with information regarding the Project and its potential environmental effects. In addition, virtual public scoping meetings were held in four different languages on June 12, 2024 (English), June 13, 2024 (Spanish), June 18, 2024 (Mandarin), and June 20, 2024 (Cantonese) to share information regarding the Project and the environmental review process and to receive written public comments regarding the scope and content of the environmental analysis. Public comments on the Draft and Final EIRs will also be received, and a public hearing will be held on the Project. Thus, the Project does not conflict with this policy.
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. **Policy 3.2.3:** Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	**No Conflict.** While this objective and policy apply to the City, the Project supports this vision of development by constructing an urban infill project in a transit-rich area that would facilitate a reduction of vehicle trips, vehicle miles traveled (VMT), and air pollution. In particular, the Project Site is located across the street to the east of the Metro A Line Chinatown Station. The Project Site is also located in close proximity to bus stops for Metro Lines 70 and 76; DASH Lincoln Heights/Chinatown Route; DASH Downtown Routes A, B, D, and E; and SCT Lines 794 and 799. Moreover, the Project Site is located approximately

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

Objective/Policy	Would the Project Conflict?
	0.5 miles north of Union Station, which is a hub for all major public transit lines for the region. Furthermore, the Project would provide a total of 149 bicycle parking spaces to emphasize pedestrian/bicycle access and use in locations in proximity to transit opportunities. In addition, the ground floor retail and restaurant uses and streetscape improvements proposed by the Project would promote walkability in the vicinity of the Project Site. Therefore, the Project would provide opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking, thereby promoting an improved quality of life and facilitating a reduction in vehicle trips, VMT, and air pollution. Therefore, the Project would not conflict with this policy.
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.	**No Conflict.** As discussed in the Initial Study included as Appendix A of this Draft EIR, the Project does not include residential uses that would generate population growth, and the Project's employment growth would be well within SCAG's projections for the subregion, which serve as the basis for the Framework Element's demographics projections and planned provisions of transportation and utility infrastructure and public services. Therefore, the Project would not conflict with this objective.
Section 3. Issue Two: Uses, Density, Characteristics—Neighborhood Districts	
Policy 3.8.4: Enhance pedestrian activity by the design and siting of structures.	**No Conflict.** The Project would enhance pedestrian activity along the adjacent streets through building design by providing ground-level retail and restaurant use. Therefore, the Project would not conflict with this policy.
Policy 3.9.7: Provide for the development of public streetscape improvements, where appropriate.	**No Conflict.** The Project proposes streetscape amenities, including new landscaping, wider sidewalks, street trees, and lighting. In addition, the two existing non-protected street trees along the Project Site's Alameda Street frontage would be retained as part of the Project. Therefore, the Project would not conflict with this policy.
Section 3. Issue Two: Uses, Density, Characteristics—Transit Stations	
Objective 3.15: Focus mixed commercial/ residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.	**No Conflict.** The Project would support this objective by providing a new infill commercial development with employment opportunities in an urban area well served by public transit. Specifically, the Project Site is located across the street to the east of the Metro A Line Chinatown Station. The Project Site is also located in close proximity to bus stops for Metro Lines 70 and 76; DASH Lincoln Heights/Chinatown Route;, DASH Downtown Routes A, B, D, and E; and SCT Lines 794 and 799. Moreover, the Project Site is located approximately 0.5 miles north of Union Station, which is a hub for all

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

Objective/Policy	Would the Project Conflict?
	major public transit lines for the region. By locating the Project's mix of office, retail, and restaurant uses in an urban area well served by public transit, the Project would provide additional jobs while reducing VMT. Furthermore, the Project would not encroach on a low-density neighborhood because the Project Site is surrounded by properties with commercial land use designations, as well as mixed-use buildings with multi-family residences, and not low-density neighborhoods. Thus, the Project would not conflict with this objective.
Policy 3.15.5: Provide for the development of public streetscape improvements, where appropriate.	**No Conflict.** Refer to Policy 3.9.7 above. For the reasons stated therein, the Project would not conflict with this policy.
Open Space and Conservation Chapter	
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. **Policy 6.4.7:** Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources. **Policy 6.4.8:** 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. b. Encourage the improvement of open space, both on public and private property, as opportunities arise. Such places may include the dedication of "unbuildable" areas or sites that may serve as green space, or pathways and connections that may be improved to serve as neighborhood landscape and recreation amenities.	**No Conflict.** Refer to Policy 3.1.3 above. Based on the responses in Policy 3.1.3 above, the Project would not conflict with this goal and policies.
Economic Development Chapter	
Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local	**No Conflict.** The Project would support this objective by providing up to 234,601 square feet of office, retail, and restaurant uses to complement the employment base of the Community Plan area, help meet the needs of local

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

Objective/Policy	Would the Project Conflict?
residents, sustains economic growth, and assures maximum feasible environmental quality.	residents, and foster continued economic investment. 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. Thus, the Project would not conflict with this objective.
Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.	**No Conflict.** The Project would develop up to 234,601 square feet of office, retail, and restaurant uses[a] in an HQTC as well as in area well served by public transit. Specifically, the Project Site is located across the street to the east of the Metro A Line Chinatown Station. The Project Site is also located in close proximity to bus stops for Metro Lines 70 and 76; DASH Lincoln Heights/Chinatown Route; DASH Downtown Routes A, B, D, and E; and SCT Lines 794 and 799. Moreover, the Project Site is located approximately 0.5 miles north of Union Station, which is a hub for all major public transit lines for the region. Thus, the Project would not conflict with this policy.
Policy 7.2.6: Concentrate office development in regional mixed-use centers, around transit station, and within community centers.	**No Conflict:** Refer to Policy 7.2.3 above. Based on the responses in Policy 7.2.3 above, the Project would not conflict with this policy.
Infrastructure and Public Services Chapter	
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	**No Conflict.** As a commercial development with office, retail, and restaurant uses, the Project does not include uses that handle or generate substantial quantities of hazardous substances that would be disposed of into the sewer system. As discussed in the Initial Study included as Appendix A of this Draft EIR, the Project's increase in the average daily wastewater flow would represent a nominal percentage in the remaining available capacity at the Hyperion Water Reclamation Plant. Therefore, the Project would not conflict with this policy.
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. **Objective 9.6:** Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	**No Conflict.** As discussed in the Initial Study included as Appendix A of this Draft EIR, in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, the Project would implement a Stormwater Pollution Prevention Plan (SWPPP) adhering to the California Stormwater Quality Association BMP Handbook. 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 to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system in accordance with the City's Low Impact Development

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

Objective/Policy	Would the Project Conflict?
	(LID) Ordinance requirements to reduce stormwater runoff and protect water quality. Therefore, the Project would not conflict with this objective.
Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.	**No Conflict.** As evaluated in Section IV.K.1, Utilities and Service Systems—Water Supply, of this Draft EIR, based on LADWP's demand projections provided in its 2020 UWMP, LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, the Project would not conflict with this objective, and no new water supply, storage, and delivery systems are required to support the development. Therefore, the Project would not conflict with this objective.
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.	**No Conflict:** The Project would meet the Los Angeles Green Building Code requirements for parking facilities capable of supporting future EVSE, as well as parking spaces equipped with EV charging stations. Pursuant to City of Los Angeles Ordinance No. 186,485 and Ordinance No. 186,488, 30 percent of total new parking spaces would be capable of supporting future EVSE, and 10 percent of total new spaces would include EV charging stations. Therefore, the Project would not conflict with this policy.

[a] *The Project would include approximately 1,799 square feet of outdoor uncovered dining area adjacent to the ground floor restaurant, which is not considered "Floor Area" as defined in the LAMC but is, nevertheless, counted towards the Project's restaurant area for purposes of this environmental analysis. As such, for purposes of this environmental analysis, the Project would include 5,894 square feet of restaurant space.*

Source: Eyestone Environmental, 2025.

Table 3
Objectives and Policies of the Mobility Plan

Objective/Policy	Would the Project Conflict?
Policy 1.6: Design detour facilities to provide safe passage for all modes of travel during times of construction.	**No Conflict.** As identified in Project Design Feature TR-PDF-1 in Section IV.I, Transportation, of this Draft EIR, the Project will prepare and implement a Construction Traffic Management Plan (CTMP) to minimize potential construction impacts to the surrounding area related to construction trucks, worker trips, and any possible sidewalk and lane closures and ensure safe passage for all modes of travel during Project construction. As part of the CTMP, a Worksite Traffic Control Plan will be developed to identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. The Worksite Traffic Control Plan will ensure that the potential conflicts between construction activities, street traffic, bicyclists and pedestrians are minimized and that safe passage of all modes of travel will remain during times of Project construction. Thus, the Project would not conflict with this policy.
Policy 2.3: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**No Conflict.** While this policy applies to the City, the Project would support its implementation. Specifically, one of the primary objectives of the Project is to develop a pedestrian-friendly project by creating a street-level identity for the Project Site and improving the pedestrian experience through streetscape improvements and the introduction of retail and restaurant uses on the ground level. The Project would include new wider sidewalks and landscaping around the perimeter of the Project Site, further activating the streetscape and improving the pedestrian realm. Thus, the Project would not conflict with this policy.
Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.	**No Conflict.** The Project would include one off-street loading area and one on-street rideshare drop-off area. The proposed loading area driveway would be designed to meet all applicable City Building Code and Fire Code requirements regarding site access and would incorporate pedestrian warning systems, as appropriate. Thus, the Project would not conflict with this policy.
Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes—including goods movement—as integral components of the City's transportation system.	**No Conflict.** While this policy applies to the City, the Project would support its implementation by providing adequate vehicular and pedestrian access and providing bicycle facilities, as previously discussed. In addition, the Project is located in an area well-served by public transit, including numerous local and regional commuter bus lines, as well as the Metro A Line Chinatown Station located across the street from the Project Site to the west. Thus, the Project would not conflict with this policy.
Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by	**No Conflict.** The Project would support this policy by introducing new development, consisting of office and retail, and restaurant uses, in proximity to residential uses and

Table 3 (Continued)
Objectives and Policies of the Mobility Plan

Objective/Policy	Would the Project Conflict?
providing greater proximity and access to jobs, destinations, and other neighborhood services.	other commercial uses, which would reduce VMT. Thus, the Project would not conflict with this policy.
Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	**No Conflict.** The Project would support the implementation of this citywide policy by locating a new commercial development in an area well-served by public transit and existing residential uses and other commercial uses. Workers and visitors of the Project would be well-served by local and regional transit options. Thus, the Project would not conflict with this policy.
Policy 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**No Conflict.** The Project would support first-/last-mile solutions by providing 149 bicycle parking spaces in an area well-served by public transit, including multiple Metro bus lines, LADOT DASH lines, and the Metro A Line Chinatown Station, and improvements to pedestrian facilities through the provision of new street trees and landscaped sidewalks. Thus, the Project would not conflict with this policy.
Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	**No Conflict.** The Project would provide a total of 149 bicycle parking spaces, consisting of 123 long-term spaces and 26 short-term spaces. The Project would also provide a closed-circuit security camera system to ensure that the bicycle parking and storage areas are secured and well-maintained. Lockers and showers for bicyclists would also be provided. Thus, the Project would not conflict with this policy.
Policy 4.1: Support new technology systems and infrastructure to expand access to transportation choices.	**No conflict:** The Project would meet the Los Angeles Green Building Code requirements for parking facilities capable of supporting future EVSE, as well as parking spaces equipped with EV charging stations. Pursuant to City of Los Angeles Ordinance No. 186,485 and Ordinance No. 186,488, 30 percent of total new parking spaces would be capable of supporting future EVSE, and 10 percent of total new spaces would include EV charging stations. Therefore, the Project would not conflict with this policy.
Policy 4.8: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**No Conflict.** As discussed in Section IV.I, Transportation, of this Draft EIR, the Project would support this policy by implementing a TDM program to promote non-automobile travel and reduce the use of single-occupant vehicle trips with a comprehensive program of design elements, transportation services, education programs, and incentive programs. The TDM Program would be beneficial to traffic flow, transit service, pedestrian circulation, and overall mobility in the Project area. Thus, the Project would not conflict with this policy.
Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.	**No Conflict.** The Project supports implementation of this policy by locating community-serving office, retail, and restaurant uses in an area well-served by public transit and in an urban area with existing residential uses and other

Table 3 (Continued)
Objectives and Policies of the Mobility Plan

Objective/Policy	Would the Project Conflict?
	commercial uses, as discussed above. The Project would also promote pedestrian activity through building design and streetscape amenities and bicycling opportunities. Furthermore, the Project would implement a TDM Program (see discussion under Policy 4.8 above) to promote non-auto travel and reduce the use of single-occupant vehicle trips. Therefore, the Project would support ways to reduce VMT. Thus, the Project would not conflict with this policy.
Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	**No Conflict.** While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the Project would support its implementation by providing parking spaces that are equipped with EV charging stations and wired for future charging capabilities as required by the City. Specifically, the Project would comply with the City's EV charging requirements, which specify that 10 percent of new parking spaces would require EV charging equipment. In addition, 30 percent of all new parking spaces would be required to be EV "ready," which will be capable of supporting future EVSE. Thus, the Project would not conflict with this policy.
Policy 5.5: Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways [sic].	**No Conflict.** While this policy applies to the City, the Project would not conflict with its implementation. During construction, the Project would prevent additional stormwater effluent entering the public rights-of-way through a SWPPP, which is an improvement over existing conditions where no BMPs exist on-site. During operation, the Project would include the installation of infiltration and capture and use BMPs as established by the LID Manual. Thus, the Project would not conflict with this policy.

Source: Eyestone Environmental, 2025.

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

Objective/Policy	Would the Project Conflict?
Objective 2-1. To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.	**No Conflict.** The Project would support this objective by providing up to 234,601 square feet of office, retail, and restaurant uses[a] to complement the commercial base of the Community Plan area and strengthen viable commercial development in the community. The Project would provide new opportunities for employment and services to the residents of the Community Plan area. Thus, the Project would not conflict with this objective.
Policy 2-1.1. New commercial uses shall be located in existing established commercial areas or existing shopping centers.	**No Conflict.** The Project Site is located in a highly urbanized area at the northern part of the Community Plan area. The Project would provide up to 234,601 square feet of office, retail, and restaurant uses[a], which would complement other existing and proposed commercial uses near the Project Site. Thus, the Project would not conflict with this policy.
Policy 2-2.2. New development needs to add to and enhance the existing pedestrian street activity.	**No Conflict.** The Project would activate the ground floor along its street frontages by introducing new retail and restaurant uses and landscaped wider sidewalks, as well as a coherent, uniform, architectural design featuring pedestrian oriented signage. The Project would also enhance the streets immediately adjacent to the Project Site through streetscape improvements that would create a cohesive visual identity for the Project Site and enhance the pedestrian experience. Specifically, the Project would include new landscaping, such as street trees and shrubs, along North Alameda Street, West College Street, North Main Street, and Bruno Street. In addition, the Project would include a landscaped amenity terrace at the fourth level of the office building, which would create a building break, create a connection between the office levels above the podium, and provide pedestrian circulation, as well as ample outdoor areas for use by employees. Thus, the Project would not conflict with this policy.
Policy 2-4.4. Landscaped corridors should be created and enhanced through the planting of street trees along segments with no building setbacks and through median plantings.	**No Conflict.** The Project would include new landscaping along North Alameda Street, West College Street, North Main Street, and Bruno Street. These perimeter areas would include landscaping, such as street trees and shrubs. In addition, the Project would include a landscaped amenity terrace at the fourth level of the office building, which would create a building break, create a connection between the office levels above the podium, and provide pedestrian circulation, as well as ample outdoor areas for use by employees. Additionally, the outdoor and landscape areas would unify the site by encouraging an active ground floor and providing a cohesive plant palette. Thus, the Project would not conflict with this policy.
Policy 8-1.1. Consult with the Police Department as part of the review of new	**No Conflict.** The Project would be subject to the City's standard construction permitting process, which includes a

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

Objective/Policy	Would the Project Conflict?
development projects and proposed land use changes to determine law enforcement needs and demands.	review by the Los Angeles Police Department (LAPD) to ensure that sufficient security measures are implemented. Upon completion of construction of the Project and prior to the issuance of a certificate of occupancy, the Applicant will submit a diagram of the Project Site to the LAPD's Central Division Commanding Officer that includes access routes and any additional information that might facilitate police response. In addition, as discussed in in the Initial Study included as Appendix A of this Draft EIR, the Project would not generate a demand for additional police protection services that would exceed the LAPD's capacity to serve the Project Site. Thus, the Project would not conflict with this policy.
Policy 8-2.2. Insure that landscaping around buildings be placed so as to not impede visibility.	**No Conflict**. Project landscaping would be located in such a way that visibility would not be hindered due to the enhanced public realm and access. Specifically, landscaping elements would not block sight lines at the Project's driveway, loading dock, or passenger drop-off and would not obscure entrances to buildings. Furthermore, as noted above, the Applicant will submit a diagram of the Project Site to the LAPD's Central Division Commanding Officer that includes access routes and any additional information that might facilitate police response. Thus, the Project would not conflict with this policy.
Policy 8-2.3. Insure [sic] adequate lighting around residential, commercial, and industrial buildings in order to improve security.	**No Conflict.** The Project would provide sufficient lighting in parking areas to maximize visibility and reduce areas of concealment. Additionally, the Project would provide proper lighting of the building and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into the building. Thus, the Project would not conflict with this policy.
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.** The Project is required to and would comply with applicable City Building Code and Fire Code requirements, including emergency vehicle access, which would be demonstrated as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in LAMC Section 57.118, and which are required prior to the issuance of a building permit. Thus, the Project would not conflict with this policy.
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.)	**No Conflict**. As discussed in Section IV.I, Transportation, of this Draft EIR, the Project's TDM program would take advantage of the Project's location and design, which are intended to leverage the Project Site's proximity to the Metro A Line Chinatown Station and multiple local and regional bus lines. The Project's design provides vehicle parking, bicycle parking, and improved pedestrian access. Specific TDM strategies proposed by the Project include reduced parking, parking cash-out, promotions and marketing, a

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

Objective/Policy	Would the Project Conflict?
	ride-share program, bicycle parking that exceeds the LAMC requirement, and pedestrian network improvements described above. Thus, the Project would not conflict with this 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 incorporate a TDM program as required by the City's TDM ordinance, which would be reviewed by LADOT as part of the CEQA review process for the Project. Elements in the TDM plan would be expected to encourage walking and enhance the usage of biking and transit modes as alternatives to the automobile. Specific TDM strategies proposed by the Project include reduced parking, parking cash-out, promotions and marketing, a ride-share program, bicycle parking that exceeds the LAMC requirement, and pedestrian network improvements described above. Thus, the Project would not conflict with this policy.
Policy 12-1.4. TDM measures in Central City North should be consistent with adopted City policy.	**No Conflict.** Refer to Policy 12-1.3, above. Based on the response to Policy 12-1.3, above, the Project would not conflict with this policy.
Policy 13-1.4. Encourage the provision of changing rooms, showers, and bicycle storage at new and existing non-residential developments and public places.	**No Conflict.** The Project would provide long-term and short-term bicycle parking, lockers and showers for bicyclists, and secured bicycle parking in excess of the LAMC requirements. Thus, the Project would not conflict with this policy.
Objective 17-1. To ensure that the Community's historically significant resources are protected, preserved, and/or enhanced.	**Potential Conflict.** HCM #211, Granite Block Paving, is located on Bruno Street adjacent to the Project Site. The Project does not include the permanent demolition, destruction, relocation, or alteration of this historic resource. However, as discussed in Section IV.B, Cultural Resources and Section IV.I, Noise, of this Draft EIR, construction vibration levels would exceed the significance threshold applicable to this resource. Implementation of Mitigation Measure CUL-MM-1 (temporary removal, storage, and reinstallation of the historic pavers immediately adjacent to the Project Site to allow for the installation of a shoring system to mitigate vibration impacts to the resource) would reduce the Project's impact to this designated historical resource to the extent feasible while maintaining its historic integrity. However, as discussed in Section IV.I, Noise, of this Draft EIR, while construction logistics have been designed to work around the resource to the extent feasible, on-site construction vibration would exceed the significance criterion for the historic resource and no additional feasible mitigation has been identified. As discussed therein, in order for vibration levels to be reduced to a less than significant level, a 20-foot setback from the historic resource would be required. This is infeasible because construction would involve work up to the property line. Other mitigation

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

Objective/Policy	Would the Project Conflict?
	measures considered to reduce vibration impacts included the installation of a wave barrier, which is typically a trench, or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, wave barriers must be very deep and long to be effective and are not considered cost effective for temporary applications, such as construction. In addition, constructing a wave barrier to reduce the Project's construction-related vibration impacts would, in and of itself, generate groundborne vibration from the excavation equipment. The temporary removal, storage, and reconstruction of the entire resource, not just the pavers immediately adjacent to the Project Site to allow for the installation of a shoring system, was also considered. This was determined to be infeasible because: (1) it is unknown how many of the pavers would remain intact and removal of the entire resource could result in a substantial adverse change to the extent that its integrity as a historic resource may be impaired; (2) the subsurface conditions under the pavers are not known and as a result, secondary impacts may result as a result of additional construction that may be needed in order to bring the street up to modern standards; (3) this process would require the long-term closure of Bruno Street, which would disrupt adjacent businesses, pedestrian and bicycle access, and vehicle traffic, including emergency vehicle access; and (4) the additional time required to complete this process would extend construction considerably, thus extending the amount of time the surrounding community is exposed to the Project's construction impacts. Therefore, impacts with respect to historical resources would remain significant and unavoidable. Consequently, Project construction would not be fully consistent with the this objective. However, as discussed in Section IV.H, Land Use of this Draft EIR, under the *Sequoyah Hills Homeowners Association v. City of Oakland* court case, a Project is not required to be an exact match to the objectives and policies of the General Plan to not pose a conflict.
Policy 17-1.1. Encourage the preservation maintenance, enhancement, and reuse of existing buildings and the restoration of original façades.	**No Conflict.** There are no existing buildings on the Project Site. Therefore, the Project would not conflict with this policy.

[a] *The Project would include approximately 1,799 square feet of outdoor uncovered dining area adjacent to the ground floor restaurant, which is not considered "Floor Area" as defined in the LAMC, but is nevertheless counted towards the Project's restaurant area for purposes of this environmental analysis. As such, for purposes of this environmental analysis, the Project would include 5,894 square feet of restaurant space.*

Source: Eyestone Environmental, 2025.