

## **Appendix G**

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### Land Use Plans Consistency Analysis Tables

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## Land Use Plans Consistency Analysis Tables

**Table 1**  
**Applicable Goals of SCAG’s 2020–2045 RTP/SCS**

| Goals   | Analysis of Project Consistency  |
|---|--|
| <p><b>Goal 2:</b> Improve mobility, accessibility, reliability, and travel safety for people and goods.</p>     | <p><b>No Conflict.</b> The Project is an infill development located in proximity to public transit and within a designated HQTAs in SCAG’s 2020–2045 RTP/SCS. HQTAs are defined as generally walkable transit villages or corridors that are within 0.5-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.<sup>1</sup> The Project is located in proximity to other residential and commercial uses and is in an area that is served by several Metro, LADOT Transit Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus bus lines and bus stops. In addition, the Project Site is located in the Palms–Mar Vista–Del Rey area, which includes a mature network of roads and freeways that provide local and regional access. The Project would also provide bicycle parking spaces in accordance with LAMC requirements and would site commercial uses in proximity to Lincoln Boulevard to promote walking and use of bicycles. Specifically, Option A includes 752 bicycle parking spaces, including 80 short-term and 672 long-term bicycle parking spaces, and Option B includes 267 bicycle parking spaces including 219 long-term spaces and 48 short-term spaces. Furthermore, two Class I bicycle paths located on Culver Boulevard between McConnell Avenue and Inglewood Boulevard and on Admiralty Way from Fiji Way to Washington Boulevard, as well as the Marvin Braude Bike Trail are located in the vicinity of the Project Site. Thus, the Project’s proximity to a variety of public transit options, and the availability of non-auto modes of transportation, would improve the mobility and accessibility for residents of the area.</p> |
| <p><b>Goal 3:</b> Enhance the preservation, security, and resilience of the regional transportation system.</p> | <p><b>No Conflict.</b> As discussed in Section IV.K, Transportation, of this Recirculated Draft EIR, Project impacts related to conflicts with programs, plans, policies, and ordinances addressing the circulation system; VMT; and hazardous geometric design features would be less than significant under Option A and less than significant with mitigation</p>   |

<sup>1</sup> SCAG, *Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, p. 17.

**Table 1 (Continued)**  
**Applicable Goals of SCAG's 2020–2045 RTP/SCS**

| Goals   | Analysis of Project Consistency  |
|---|--|
|   | <p>under Option B (for VMT impacts). As discussed in Section IV.K, Transportation, of this Recirculated Draft EIR, the Project under both Option A and Option B would comply with the City's TDM Ordinance and would implement TDM measures in accordance with City requirements to promote non-auto travel and reduce the use of single-occupant vehicle trips. In addition to compliance with the City's TDM Ordinance, Option B would implement additional TDM measures pursuant to Mitigation Measure TR-MM-1, including the subsidization of transit fares, which would encourage use of the regional transportation system. The proximity of the Project Site to transit and bicycle infrastructure would support the region's transportation investment and the sustainability of the regional transportation system in support of this goal.</p>   |
| <p><b>Goal 4:</b> Increase person and goods movement and travel choices within the transportation system.</p> | <p><b>No Conflict.</b> The Project would be developed within an existing urbanized area that provides an established network of roads, freeways, and transit that provide local and regional access to the area, including the Project Site. Specifically, the Project would include a new mixed-use development consisting of residential, retail, restaurant, and office (Option B) uses within a SCAG-designated HQTA. Specifically, the Project Site is serviced by several Metro, LADOT Transit Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus bus lines and bus stops. The Project would also promote bicycle use through the provision of bicycle parking spaces and supporting facilities for Project uses. The Project would also enhance pedestrian activity in the area by providing landscaping, seating areas, new pedestrian access points throughout the Project Site, including through a pedestrian paseo with landscaping and seating areas for Option A and a publicly accessible open space under Option B.</p> |
| <p><b>Goal 5:</b> Reduce greenhouse gas emissions and improve air quality.</p>                                | <p><b>No Conflict.</b> The Project is located in an area that allows for convenient access to retail, restaurant, and other neighborhood-serving commercial uses, as well as to a variety of public transit buses. The Project's proposed ground floor commercial uses and streetscape improvements would promote walkability in the vicinity of the Project Site. In addition, the Project would provide bicycle parking spaces in accordance with LAMC requirements for the Project's proposed residential and commercial uses that would serve to promote the use of bicycles. In addition, as discussed in Section IV.E, Greenhouse Gas Emissions, of this Recirculated Draft EIR, the Project would also provide electric vehicle charging stations to further promote improved air quality and greenhouse gas emissions reductions. Furthermore, the Project would incorporate sustainable measures that would reduce air quality and GHG emissions, as discussed in Project Design Features</p>   |

**Table 1 (Continued)**  
**Applicable Goals of SCAG's 2020–2045 RTP/SCS**

| Goals   | Analysis of Project Consistency  |
|---|--|
|   | GHG-PDF-1 and GHG-PDF-2.   |
| <b>Goal 6:</b> Support healthy and equitable communities.   | <b>No Conflict.</b> As discussed above, the Project would enhance the pedestrian environment and encourage pedestrian activity, support and incentivize alternative modes of transportation, and contribute to a reduction in greenhouse gas emissions and the improvement in air quality.   |
| <b>Goal 7:</b> Adapt to a changing climate and support an integrated regional development pattern and transportation network. | <b>No Conflict.</b> While this is a regional goal, the Project would support its implementation by developing a mixed-use development in a SCAG-designated HQTAs and an area well served by transit, including several Metro, LADOT Transit Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus bus lines and bus stops. The Project would also encourage alternative modes of transportation through the provision of bicycle parking and improvements to the pedestrian realm. As discussed in Section IV.E, Greenhouse Gas Emissions, of this Recirculated Draft EIR, Project impacts with respect to GHG emissions would be less than significant.   |
| <b>Goal 8:</b> Leverage new transportation technologies and data-driven solutions that results in more efficient travel.      | <b>No Conflict.</b> As discussed above, in compliance with the City's TDM Ordinance, the Project would implement TDM strategies in accordance with City requirements to promote non-auto travel and reduce the use of single-occupant vehicle trips. In addition to compliance with the City's TDM Ordinance, Option B would implement TDM strategies pursuant to Mitigation Measure TR-MM-1, including transit fare subsidization and bicycle parking with facilities. As such, the Project would utilize transportation technologies and solutions to support more efficient travel.   |
| <b>Goal 9:</b> Encourage development of diverse housing types in areas that are supported by multiple transportation options. | <b>No Conflict.</b> The Project would develop a variety of multi-family residential units types, including studio units, one-bedroom units, and two-bedroom units, as well as affordable units. The proposed housing would be located in an area well-served by public transit, including several Metro, LADOT Transit Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus bus lines and bus stops.  |
| <b>Goal 10:</b> Promote conservation of natural and agricultural lands and restoration of habitats.                           | <b>No Conflict.</b> As discussed in the Initial Study included as Appendix A of this Draft EIR, the Project Site is located in an urbanized area and is currently developed with commercial uses and surface parking. Landscaping within the Project site is limited to common ornamental trees, grasses, and shrubs. No riparian or other sensitive natural community exists on-site, and no agricultural uses or operations occur on-site or in the vicinity. The Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation. Based on the lack of habitat on the Project Site, it is unlikely any special status species |

**Table 1 (Continued)**  
**Applicable Goals of SCAG’s 2020–2045 RTP/SCS**

| <b>Goals</b>  | <b>Analysis of Project Consistency</b>   |
|---|--|
|   | <p>listed by the California Department of Fish and Wildlife (CDFW) or by USFWS would be present on-site. Furthermore, the Project Site is not located in or adjacent to a Biological Resource Area as defined by the City of Los Angeles. Additionally, the Project would comply with the Migratory Bird Treaty Act so as to not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Accordingly, development of the Project would not preclude the conservation of natural and agricultural lands and restoration of habitats.</p> |
| <p>Source: <i>Eyestone Environmental, 2023.</i></p> |  |

**Table 2**  
**Applicable Objectives and Policies of the General Plan Framework**

| Objective/Policy  | Would the Project Conflict?   |
|---|---|
| <b>Land Use Chapter</b>   |   |
| <p><b>Policy 3.1.2:</b> 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><b>No Conflict.</b> While this policy refers to the citywide provision of public infrastructure, as discussed in Section IV.J, Public Services, and Section IV.M, Utilities and Service Systems, of this Recirculated Draft EIR, agencies providing public services and utilities to the Project Site have capacity to serve the Project.</p>  |
| <p><b>Policy 3.1.3:</b> 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><b>No Conflict.</b> As described in Section II, Project Description, of this Recirculated Draft EIR, both Option A and Option B would provide common open space that would be generally publicly accessible during daytime hours. Specifically, Option A would provide a landscaped public plaza at the northwest corner of the Project Site, along Maxella Avenue, that would connect to a landscaped pedestrian paseo. From here, the pedestrian paseo would extend south to a proposed publicly accessible, privately maintained open space area that would be provided near the southwest corner of the Project Site.</p> <p>Under Option B, the primary publicly accessible open space amenity would be a large (approximately one-acre) publicly accessible open space located along Glencoe Avenue that would] include active and passive recreation spaces such as seating areas and a water feature.</p> <p>The Project's open space would serve to reduce the demand on park and recreational facilities in the vicinity of the Project Site, thereby reducing impacts to neighborhood parks and recreational facilities. In accordance with LAMC requirements, the Project would also be subject to the payment of fees for the purpose of developing park and recreational facilities for new residents.</p> |
| <p><b>Policy 3.1.5:</b> 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 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.</p> | <p><b>No Conflict.</b> The Project would require an amendment to the Community Plan from Light Manufacturing to General Commercial. With a mix of land uses, including needed housing and neighborhood-serving commercial uses, the Project would maintain the basic differentiation and relationships among land use districts and increase overall housing capacity. In addition, the Project is subject to environmental review in accordance with CEQA. Furthermore, the Project would not divide established communities.</p>  |

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

| Objective/Policy   | Would the Project Conflict?   |
|--|---|
| <p><b>Policy 3.1.7:</b> Allow for development in accordance with the policies, standards, and programs of specific plans in areas in which they have been adopted. In accordance with Policy 3.1.6, consider amending these plans when new transit routes and stations are confirmed and funding is secured.</p> | <p><b>No Conflict.</b> The Project Site is within the City of Los Angeles Coastal Transportation Corridor Specific Plan. As discussed in detail below, the Project would be consistent and would comply with the relevant provisions of the Specific Plan.</p>  |
| <p><b>Objective 3.2:</b> 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><b>No Conflict.</b> The Project would be located in an area well-served by public transit provided by Metro, LADOT Transit Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus. Specifically, the Project Site is currently served by a total of eight bus routes. In addition, the Project Site is located within a designated High-Quality Transit Area under the RTP/SCS. The Project also includes bicycle parking spaces in accordance with LAMC requirements for residents, employees, and visitors, thereby promoting a reduction of vehicle trips. Furthermore, the Project includes streetscape improvements to activate the surrounding streets and provide a pedestrian-friendly walkable environment. As such, the Project would provide opportunities for the use of alternative modes of transportation, including access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle miles traveled and an associated reduction in air pollution.</p>   |
| <p><b>Policy 3.2.3:</b> Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.</p>  | <p><b>No Conflict.</b> Refer to the analysis for Objective 3.2. In addition, the Project would be designed to promote walkability in the Project Site vicinity by providing landscaped sidewalks and pedestrian connections adjacent to and throughout the Project Site. Specifically, Option A would include a landscaped public plaza at the northwest corner of the Project Site, along Maxella Avenue, that would connect to a landscaped pedestrian paseo that would extend south to a proposed publicly accessible, privately maintained open space area. Option B would include a one-acre publicly accessible open space area along Glencoe Avenue. Trees and other landscaping features would also be planted throughout the Project Site and along Maxella Avenue and Glencoe Avenue under both options to activate these streets and provide a pedestrian-friendly environment. The Project would further promote alternative modes of transportation by providing bicycle parking spaces for the proposed uses. Thus, residents, workers, and visitors of the Project would provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.</p> |
| <p><b>Policy 3.2.4:</b> Provide for the siting and design of new development that maintains the</p>  | <p><b>No Conflict.</b> As described in Section II, Project Description, of this Recirculated Draft EIR, the area</p>  |

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

| Objective/Policy  | Would the Project Conflict?  |
|---|--|
| <p>prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.</p>  | <p>surrounding the Project Site is highly urbanized and includes a mix of low- to high-rise buildings containing a variety of land uses. Predominantly mid- to high-rise, high-density commercial, office, and multi-family residential uses line Lincoln Boulevard/Pacific Coast Highway, generally transitioning to lower density multi-family neighborhoods to the east and west of Lincoln Boulevard/Pacific Coast Highway. Land uses surrounding the Project Site specifically include commercial, retail, and residential uses to the north-northeast, along Maxella Avenue; multi-family residential uses to the east, along Glencoe Avenue; additional Marina Marketplace shopping center-related commercial and retail uses and associated parking to the south; the six-story multi-family Stella apartment complex to the west; and the Hotel MdR and associated parking located southwest of the Project Site. The Project would support this objective by developing mixed-use buildings from four stories (under Option B) to up to seven stories (Option A and Option B) tall that would be designed in a contemporary architectural style that would be consistent with the surrounding uses. Therefore, the Project would maintain the prevailing scale and character of the nearby developments, and would enhance the character of the surrounding commercial area.</p> |
| <p><b>Objective 3.3:</b> 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><b>No Conflict.</b> As detailed in the Initial Study prepared for the Project, which is included in Appendix A of this Recirculated Draft EIR, the Project's population and employment growth would be well within SCAG's projections for the Los Angeles Subregion, which 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.J, Public Services, Section IV.K, Transportation, and Section IV.M, Utilities and Service Systems, of this Recirculated Draft EIR, public services, transportation, and utility infrastructure would be adequate to support the Project.</p>  |
| <p><b>Goal 3C:</b> Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.</p>  | <p><b>No Conflict.</b> The Project would remove the existing commercial uses within the Project Site and redevelop the Project Site with a mix of multi-family residential, commercial, and office (Option B) uses, thereby revitalizing the existing Project Site and expanding the offering of uses and services in the area, including open space areas for residents, employees, and visitors. Overall, the Project would create a new development that would enhance the Project Site and surrounding area for existing and future residents.</p>   |
| <p><b>Objective 3.7:</b> Provide for the stability and enhancement of multi-family residential</p>  | <p><b>No Conflict.</b> Refer to the analysis for Policy 3.1.2 and Policy 3.2.4.</p>  |



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

| Objective/Policy  | Would the Project Conflict?   |
|---|---|
| neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.  |   |
| <b>Policy 3.7.1:</b> Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans. | <b>No Conflict.</b> The Project Site is currently designated as Limited Manufacturing by the Community Plan and zoned [Q]M1-1 (Qualified Limited Industrial, Height District 1) by the LAMC. The Project includes a city-initiated proposed General Plan Amendment to change the land use designation from Limited Manufacturing to General Commercial and a proposed vesting zone change to change the zoning from [Q]M1-1 to (T)(Q)C2-2D. The C2 zone permits a residential density in accordance with the R4 Zone (400 square feet per unit), which would allow the proposed 425 multi-family residential units. Therefore, the proposed multi-family uses as part of the Project would be permitted with approval of the general plan amendment and vesting zone change and, thus, comply with this policy.   |
| <b>Policy 3.7.4:</b> Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.   | <b>No Conflict.</b> As discussed in the consistency analysis below under the Urban Form and Neighborhood Design Chapter, the Project would be consistent with the relevant goals, objectives, and policies of the General Plan Framework's Urban Form and Neighborhood Design Chapter. Specifically, the Project would construct a new mixed-use development containing residential, commercial (retail/restaurant), and office (Option B) uses that would activate the existing Project Site and serve the existing and future residents of the surrounding community. The Project would replace the existing older low-rise commercial uses on the Project Site with buildings ranging from four (Option B) to seven stories that would be similar to and compatible with the adjacent properties and surrounding neighborhood. The Project would also promote a pedestrian environment by providing private open space and recreational amenities available to residents and guests of residents, which would include balconies, courtyard areas, landscaped open space, pools, a spa, and outdoor kitchens with lounges and seating areas. Additionally, Option A would include a publicly accessible, privately maintained open space area, including a one-story amenity building, which would be used as flex space for meetings, and additional seating located along the southwestern portion of the Project Site via an outdoor pedestrian paseo that would run north-south and east-west through the center of the Project Site. Option B would include a large landscaped publicly accessible open space area along Glencoe Avenue. Trees and other landscaping features would also be planted throughout the Project Site and along Maxella Avenue and Glencoe Avenue to activate these streets and provide a pedestrian-friendly environment. |

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

| Objective/Policy   | Would the Project Conflict?  |
|--|--|
| <p><b>Objective 3.12:</b> Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or are precluded from intensification due to their physical characteristics.</p> | <p><b>No Conflict.</b> As described in Section II, Project Description, of this Recirculated Draft EIR, the area surrounding the Project Site is highly urbanized and includes a mix of low- to high-rise buildings containing a variety of land uses. Predominantly mid- to high-rise, high-density commercial, office, and multi-family residential uses line Lincoln Boulevard/Pacific Coast Highway, generally transitioning to lower density multi-family neighborhoods to the east and west of Lincoln Boulevard/Pacific Coast Highway. Land uses surrounding the Project Site specifically include commercial, retail, and residential uses to the north-northeast, along Maxella Avenue; multi-family residential uses to the east, along Glencoe Avenue; additional Marina Marketplace shopping center-related commercial and retail uses and associated parking to the south; the six-story multi-family Stella apartment complex to the west; and the Hotel MdR and associated parking located southwest of the Project Site. The Project would support this objective by developing mixed-use buildings four (Option B) to seven stories tall that would be designed in a contemporary architectural style that would be consistent with the surrounding uses.</p> |
| <p><b>Policy 3.13.4:</b> Provide adequate transitions where commercial and residential uses are located adjacent to one another.</p>   | <p><b>No Conflict.</b> As part of the Project, commercial uses would be provided at the ground level of the proposed buildings. By providing the proposed commercial uses at the ground level, the Project would allow for connectivity between the Project's commercial uses and the commercial uses across Maxella Avenue to the north.</p>  |
| <p><b>Policy 3.13.5:</b> Support the development of recreational and small parks in areas developed with mixed-use structures.</p>   | <p><b>No Conflict.</b> The Project is a mixed-use development. As previously described, Option A would provide a landscaped public plaza at the northwest corner of the Project Site, along Maxella Avenue, that would connect to a landscaped pedestrian paseo. From here, the pedestrian paseo would extend south to a proposed publicly accessible, privately maintained open space area that would be provided near the southwest corner of the Project Site. Under Option B, the primary publicly accessible open space amenity would be a large (approximately one-acre) area located along Glencoe Avenue. This open space would include active and passive recreation spaces such as seating areas and a water feature. In accordance with LAMC requirements, the Project would also be subject to the payment of fees for the purpose of developing park and recreational facilities for new residents.</p>   |
| <p><b>Policy 3.13.6:</b> Design multi-family residential units to minimize the impacts of traffic and noise and incorporate recreational and open space amenities to support the needs of the</p>  | <p><b>No Conflict.</b> By providing a mixed-use project with a variety of supporting uses within one site, the Project would facilitate a reduction of vehicle trips as the shopping needs of on-site residents and employees may be met</p>   |

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

| Objective/Policy   | Would the Project Conflict?   |
|--|---|
| residents.   | within the Project Site, thereby eliminating the need for off-site trips. Additionally, the Project Site is an area well-served by public transit, including Metro, LADOT Transit Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus. In addition, the Project Site is located within a designated High-Quality Transit Area under the RTP/SCS. The Project would also provide bicycle parking spaces in accordance with LAMC requirements to promote use of alternative modes of transportation. As discussed in detail in Policy 3.1.3 and in Policy 3.13.5, above, the Project would also incorporate recreational and open space amenities to support the needs of the on-site residents and surrounding community.  |
| <p><b>Policy 3.14.6:</b> Consider the potential re-designation of marginal industrial lands for alternative uses by amending the community plans based on the following criteria:</p> <ol style="list-style-type: none"> <li>Where it can be demonstrated that the existing parcelization precludes effective use for industrial or supporting functions and where there is no available method to assemble parcels into a unified site that will support viable industrial development;</li> <li>Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development;</li> <li>Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods;</li> <li>Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses;</li> <li>Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas;</li> <li>Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses;</li> <li>Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to</li> </ol> | <p><b>No Conflict.</b> Land uses surrounding the Project Site specifically include commercial, retail, and residential uses to the north-northeast, along Maxella Avenue; multi-family residential uses to the east, along Glencoe Avenue; additional Marina Marketplace shopping center-related commercial and retail uses and associated parking to the south; the six-story multi-family Stella apartment complex to the west; and the Hotel MdR and associated parking located southwest of the Project Site. Although the Project Site is designated as Limited Manufacturing under the Community Plan, it is developed with commercial uses and has never been used for industrial purposes. The Project's uses would be more compatible with nearby residential and commercial uses than industrial uses. As described in Section II, Project Description, of this Recirculated Draft EIR, the area surrounding the Project Site is highly urbanized and includes a mix of low- to high-rise buildings containing a variety of land uses. Predominantly mid- to high-rise, high-density commercial, office, and multi-family residential uses line Lincoln Boulevard/Pacific Coast Highway, generally transitioning to lower density multi-family neighborhoods to the east and west of Lincoln Boulevard/Pacific Coast Highway. Development of the Project would represent a continuation of existing development patterns and would not result in a fragmented pattern of development. At approximately 6 acres, the Project Site represents only approximately 3.1 percent of the industrially-zoned property and .22 percent of the total land in the Community Plan area. Therefore, development of the Project would not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts.</p> |

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

| Objective/Policy  | Would the Project Conflict?   |
|---|---|
| <p>accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts; and/or</p> <p>h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas.</p>   |   |
| <p><b>Objective 3.18:</b> Provide for the stability and enhancement of multi-family residential, mixed-use, and/or commercial areas of the City and direct growth to areas where sufficient public infrastructure and services exist.</p>   | <p><b>No Conflict.</b> Refer to the analysis for Policy 3.1.2 and Policy 3.2.4.</p>   |
| <b>Housing Chapter</b>  |   |
| <p><b>Objective 4.1:</b> 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.</p>   | <p><b>No Conflict.</b> The Project would introduce new housing opportunities in the area, including a variety of unit types (studio, one-, and two-bedroom units). Specifically, both Option A and Option B would include studio units, 1-bedroom units, and 2-bedroom units.</p>   |
| <p><b>Objective 4.2:</b> 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.</p> | <p><b>No Conflict.</b> The Project would be located in a high activity area well-served by public transit provided by Metro, LADOT Transit Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus. In addition, the Project Site is located within a designated High-Quality Transit Area under the RTP/SCS. While the Project Site is not immediately adjacent to low-density residential neighborhoods, the Project would be designed to be compatible in scale with the surrounding areas. The Project Site's proximity to public transit would promote use of alternative modes of transportation and reduce vehicle trips.</p> <p>Refer to the analysis for Policy 3.2.4 for a discussion of the Project's location within an area occupied by buildings of a similar scale and character as those proposed by the Project.</p> |
| <p><b>Objective 4.3:</b> Conserve scale and character of residential neighborhoods.</p>   | <p><b>No Conflict.</b> Refer to Policy 3.2.4, above.</p>  |
| <b>Urban Form and Neighborhood Design Chapter</b>   |   |
| <p><b>Goal 5A:</b> A livable 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.</p>  | <p><b>No Conflict.</b> The Project would promote interconnection between neighborhoods through its walkable design. The Project would promote walkability in the Project Site vicinity by providing landscaped sidewalks and pedestrian connections adjacent to and throughout the Project Site. Specifically, Option A would include a landscaped public plaza at the northwest corner of the Project Site, along Maxella Avenue, that would connect to a landscaped</p>   |

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

| Objective/Policy   | Would the Project Conflict?  |
|--|--|
|  | pedestrian paseo that would extend south to a proposed publicly accessible, privately maintained open space area. Option B would include a one-acre publicly accessible open space area along Glencoe Avenue. Trees and other landscaping features would also be planted throughout the Project Site and along Maxella Avenue and Glencoe Avenue under both options to activate these streets and provide a pedestrian-friendly environment. In addition, the Project would be located in an area well-served by public transit provided by Metro, LADOT Transit Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus and in an area identified as a High-Quality Transit Area under the RTP/SCS. Thus, residents, workers, and visitors of the Project would be well-served by existing transit services that would further promote interconnection between neighborhoods. |
| <b>Policy 5.7.1:</b> Establish standards for transitions in building height and for on-site landscape buffers.   | <b>No Conflict.</b> The Project design reflects a transition in building heights with regard to the surrounding neighborhood's character. In particular, the Project is designed to step back from the lower-rise structures in the vicinity of the Project Site to provide adequate transitions between the existing adjacent uses and the Project buildings. In addition, the proposed buildings would include building fenestration, a variety of surface materials and colors, and varying rooflines to create horizontal and vertical articulation and provide visual interest.   |
| <b>Policy 5.8.4:</b> Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character. | <b>No Conflict.</b> Project signage would be designed to be aesthetically compatible with the existing and proposed architecture and with other signage in the surrounding neighborhood. All on-site signage would be consistent with the LAMC.  |
| <b>Objective 5.9:</b> Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.                     | <b>No Conflict.</b> The Project would incorporate elements that would promote individual and community safety. Specifically, as provided in Section IV.J.2, Public Services—Police Protection, of this Recirculated Draft EIR, the Project will include the following: a closed-circuit security camera system and keycard entry for the residential buildings and the residential parking areas; proper lighting of buildings and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings; sufficient lighting of parking area to maximize visibility and reduce areas of concealment; and design of project entrances to, and exits from, buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites, to the extent practicable.                       |

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

| Objective/Policy  | Would the Project Conflict?  |
|---|--|
| <b><i>Open Space and Conservation Chapter</i></b>   |  |
| <p><b>Objective 6.3:</b> Ensure that open space is managed to minimize environmental risks to the public.</p> <p><b>Policy 6.3.3:</b> Utilize development standards to promote development of public open space that is visible, thereby helping to keep such spaces and facilities as safe as possible.</p>  | <p><b>No Conflict.</b> The Project would incorporate elements that promote individual and community safety throughout the Project Site, including open space areas that are well-lit and visible to surrounding uses. Also refer to the analysis for Objective 5.9 regarding the security features proposed to be implemented by the Project.</p>  |
| <p><b>Policy 6.4.7:</b> 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.</p> | <p><b>No Conflict.</b> Option A would include a publicly accessible, privately maintained open space area, including a one-story amenity building, which would be used as flex space for meetings, and additional seating located along the southwestern portion of the Project Site via an outdoor pedestrian paseo that would run north-south and east-west through the center of the Project Site. Option B would also provide a variety of open space areas within the Project Site that would be accessible to the public, including an approximately one-acre publicly accessible open space area along Glencoe Avenue. The proposed publicly accessible open spaces under both Option A and Option B would serve to reduce the demand on parks and recreational facilities in the vicinity of the Project Site.</p>                               |
| <b><i>Economic Development Chapter</i></b>  |  |
| <p><b>Objective 7.2:</b> 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><b>No Conflict.</b> The Project would support this objective by providing a diverse mix of complementary uses at the Project Site, including the development of multi-family residential units, neighborhood-serving commercial (retail/restaurant) uses, and office space (under Option B only), that would serve the community and future businesses. The proposed neighborhood-serving commercial (retail/restaurant) uses would complement the employment base of the Community Plan area, meet the needs of local 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, vehicle miles traveled, and air pollution to ensure maximum feasible environmental quality.</p> |
| <p><b>Policy 7.2.3:</b> Encourage new commercial development in proximity to rail and bus transit corridors and stations.</p>   | <p><b>No Conflict.</b> Refer to the analysis for Objective 3.2.</p>  |
| <p><b>Policy 7.2.9:</b> Limit the redesignation of existing industrial land to other land uses except in cases where such redesignation serves to mitigate existing land use conflicts, and where it meets the criteria spelled out in</p>  | <p><b>No Conflict.</b> As set forth above, the proposed zone change/General Plan Amendment meets the criteria spelled out in Policy 3.14.6 of Chapter 3: Land Use.</p>   |

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

| Objective/Policy  | Would the Project Conflict?   |
|---|---|
| Policy 3.14.6 of Chapter 3: Land Use.   |   |
| <b>Mobility Plan 2035</b>   |   |
| <p><b>Policy 1.6:</b> Design detour facilities to provide safe passage for all modes of travel during times of construction.</p>  | <p><b>No Conflict.</b> During construction of the Project, the majority of construction activities would be anticipated to be confined on-site. However, limited construction activities may be needed on adjacent rights-of-way. As part of Project Design Feature TR-PDF-1 included in Section IV.K, Transportation, of this Recirculated Draft EIR, the Project Applicant would prepare and implement a work site traffic control plan. The work site traffic control plan would identify the location of any temporary street parking or sidewalk closures, provide for the posting of signs advising pedestrians of temporary sidewalk closures and provide alternative routes, provide for the installation of other construction-related warning signs, and show access to abutting properties. The Worksite Traffic Control Plan would ensure that the potential conflicts between construction activities, street traffic, bicyclists and pedestrians are minimized. Thus, in compliance with this policy, the Project would provide safe passage for all modes of travel during times of construction.</p>  |
| <p><b>Policy 2.3:</b> 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.</p> | <p><b>No Conflict.</b> In support of this policy, the Project would be designed to promote walkability in the Project Site vicinity. Specifically, Option A would include a landscaped public plaza at the northwest corner of the Project Site, along Maxella Avenue, that would connect to a landscaped pedestrian paseo. From here, the pedestrian paseo would extend south to a proposed publicly accessible, privately maintained open space area that would be provided near the southwest corner of the Project Site. Option B would provide pedestrian access from Maxella Avenue and Glencoe Avenue where a large publicly accessible open space area is proposed. Pedestrian access to the ground-floor commercial retail and restaurant uses would be provided from Maxella Avenue and Glencoe Avenue. Project residents would access their units from a residential lobby on the ground level. The lobby may also be accessed from the parking garage. As provided in Section IV.K, Transportation, of this Recirculated Draft EIR, the Project would relocate the existing traffic signal on Maxella Avenue at the crosswalk approximately 100 feet to the west of the Ocean Way intersection such that all movements (vehicular, pedestrian, and bicycle) would be controlled by a traffic signal. This crosswalk would be subject to approval by the Los Angeles Department of Transportation.</p> <p>Trees and other landscaping features would also be planted throughout the Project Site and along Maxella Avenue and Glencoe Avenue to activate these streets and</p> |

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

| Objective/Policy  | Would the Project Conflict?   |
|---|---|
|   | provide a pedestrian-friendly environment.  |
| <p><b>Policy 2.6.</b> Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.</p>  | <p><b>No Conflict.</b> While this is not a Project-specific goal, the Project will nevertheless provide bicycle parking spaces in accordance with LAMC requirements for all proposed uses. Specifically, Option A includes 752 bicycle parking spaces, including 80 short-term and 672 long-term bicycle parking spaces, and Option B includes 267 bicycle parking spaces including 219 long-term spaces and 48 short-term spaces. Furthermore, two Class I bicycle paths located on Culver Boulevard between McConnell Avenue and Inglewood Boulevard and on Admiralty Way from Fiji Way to Washington Boulevard, as well as the Marvin Braude Bike Trail are located in the vicinity of the Project Site.</p>   |
| <p><b>Policy 2.10:</b> Facilitate the provision of adequate on and off-street loading areas.</p>  | <p><b>No Conflict.</b> As part of the Project, loading areas for truck deliveries, trash pickup, resident move-ins, and maintenance of in-garage equipment would be provided off-street.</p>  |
| <p><b>Policy 3.1:</b> Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes—including goods movement—as integral components of the City’s transportation system.</p> | <p><b>No Conflict.</b> The Project is located in an area well-served by public transit provided by Metro, LADOT Transit Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus. In addition, the Project Site is located within a designated High-Quality Transit Area under the RTP/SCS. The Project would also promote alternative transportation by providing bicycle parking spaces for residents and visitors. The streetscape improvements proposed by the Project along Maxella Avenue and Glencoe Avenue would also promote walkability in the vicinity of the Project Site. The Project would also provide adequate vehicular access. Thus, the Project recognizes and provides opportunities for the use of all modes of travel. The Project Site’s proximity to public transit would promote use of alternative modes of transportation and reduce vehicle trips.</p> |
| <p><b>Policy 3.2:</b> Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.</p>   | <p><b>No Conflict.</b> The Project would be designed to provide accessibility and accommodate the needs of people with disabilities as required by the American with Disabilities Act (ADA) and the City.</p>   |
| <p><b>Policy 3.3:</b> Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</p>       | <p><b>No Conflict.</b> The Project would promote equitable land use decisions that result in fewer vehicle trips by providing a new mixed-use development consisting of residential and commercial (retail/restaurant/office) uses in close proximity to jobs (including those that may be offered on-site), destinations, and other neighborhood services along Maxella Avenue and in proximity to Lincoln Boulevard.</p>  |
| <p><b>Policy 4.8:</b> Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-</p>  | <p><b>No Conflict.</b> As previously discussed, the Project Site is served by existing public transportation, including 12 bus lines, and will encourage non-auto travel to reduce the use</p>  |



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

| Objective/Policy   | Would the Project Conflict?  |
|--|--|
| occupancy vehicles.  | of single-occupant vehicle trips by promoting walkability in the vicinity of the Project Site through the inclusion of various streetscape improvements. In addition, as discussed in Section IV.K, Transportation, of this Recirculated Draft EIR, the Project would relocate the existing traffic signal on Maxella Avenue at the crosswalk approximately 100 feet to the west of the Ocean Way intersection such that all movements (vehicular, pedestrian, and bicycle) would be controlled by a traffic signal, subject to approval by LADOT. The Project would also provide pedestrian access from Maxella Avenue to Glencoe Avenue to further encourage pedestrian activity. Furthermore, the Project would provide bicycle parking spaces to serve the proposed uses.  |
| <b>Policy 5.2:</b> Support ways to reduce vehicle miles traveled (VMT) per capita.   | <b>No Conflict.</b> The Project would be located in an area well-served by public transit provided by Metro, LADOT Transit Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus. Specifically, the Project Site is currently served by a total of eight bus routes. In addition, the Project Site is located within a designated High-Quality Transit Area under the RTP/SCS. The Project also includes bicycle parking spaces in accordance with the LAMC for the proposed uses. Furthermore, as discussed in Section II, Project Description, of this Recirculated Draft EIR, to enhance the streetscape, Option A would include a landscaped public plaza at the northwest corner of the Project Site, along Maxella Avenue, that would connect to a landscaped pedestrian paseo. From here, the pedestrian paseo would extend south to a proposed publicly accessible, privately maintained open space area that would be provided near the southwest corner of the Project Site. Option B would include a large publicly accessible open space area along Glencoe Avenue, paved plazas with seating, and courtyards, as well as landscaped walkways within the Project Site. Trees and other landscaping features would also be planted throughout the Project Site and along Maxella Avenue and Glencoe Avenue under both Option A and Option B to activate these streets and provide a pedestrian-friendly environment. As such, 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 facilitating a reduction in vehicle miles traveled. |
| <b>Policy 5.4:</b> Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure. | <b>No Conflict.</b> While this policy applies to citywide goals relative to fuel sources, technologies and infrastructure, the Project would facilitate the use of alternative-fuel vehicles by providing 30 percent of the Project's Code-required parking spaces that are electric vehicle-ready and 10 percent of the Project's Code-required parking spaces that are further equipped with electric vehicle charging   |

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

| Objective/Policy   | Would the Project Conflict?  |
|--|--|
|  | stations as discussed in Section IV.E, Greenhouse Gas Emissions, of this Recirculated Draft EIR.   |
| <p><b>Policy 5.5:</b> Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways.</p>  | <p><b>No Conflict.</b> As discussed in Section IV.G, Hydrology and Water Quality, of this Recirculated Draft EIR, the Project would introduce new landscaping to the Project Site which would decrease the amount of impervious surface area on-site. Thus, stormwater flows from the Project Site would not increase with implementation of the Project. The Project would also include best management practices (BMPs) to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system as part of the Standard Urban Stormwater Mitigation Plan (SUSMP). With the implementation of the BMPs, the Project would reduce runoff from entering the wastewater system and would maximize opportunities to capture and infiltrate stormwater.</p> |
| <p><b>Infrastructure and Public Services Chapter</b></p>   |  |
| <p><b>Goal 9P:</b> 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><b>No Conflict.</b> Project lighting would include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. and low-level lighting to accent signage, architectural features, and landscaping elements. All on-site exterior lighting would be automatically controlled to illuminate only when necessary and, as set forth in Project Design Feature AES-PDF-6, would be shielded or directed toward areas to be illuminated.</p>  |
| <p><b>Policy 9.3.1:</b> Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.</p>   | <p><b>No Conflict.</b> Refer to the analysis for Policy 5.5 above under the Mobility Plan 2035 policy discussion.</p>  |
| <p><b>Objective 9.6:</b> Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.</p>   | <p><b>No Conflict.</b> Refer to the analysis for Policy 5.5 above under the Mobility Plan 2035 policy discussion.</p>  |
| <p><b>Objective 9.10:</b> Ensure that water supply, storage, and delivery systems are adequate to support planned development.</p>   | <p><b>No Conflict.</b> As evaluated in Section IV.M.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Recirculated Draft EIR, the Project would be within the Los Angeles Department of Water and Power's (LADWP) current and projected available water supplies for normal, single-dry, and multiple-dry years. As discussed therein, LADWP would be able to meet the water demand for the Project, as well as existing and planned water demands of its future service area. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site, and no system upgrades would be required as a result of the</p>  |

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

| Objective/Policy   | Would the Project Conflict?   |
|--|---|
|  | Project.  |
| <p><b>Objective 9.40:</b> 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><b>No Conflict.</b> As discussed in Section IV.A, Aesthetics, of this Recirculated Draft EIR, the California Energy Code stipulates allowances for lighting power and provides lighting control requirements for various lighting systems, with the aim of reducing energy consumption through efficient and effective use of lighting equipment. All Project lighting would be designed to comply with the requirements of the California Energy Code and the California Green Building Standards Code.</p> |
| <p><b>Policy 9.40.3:</b> Develop regulations to ensure quality lighting to minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare for façade lighting, security lighting, and advertising lighting, including billboards.</p>  | <p><b>No Conflict.</b> Refer to Objective 9.40, above.</p>  |
| <p>_____</p> <p>Source: <i>Eyestone Environmental, 2023.</i></p>   |   |

**Table 3**  
**Applicable Policies of the General Plan Housing Element 2013–2021**

| Policy  | Would the Project Conflict?   |
|---|---|
| <p><b>Policy 2.1.1:</b> Establish development standards and policing practices that reduce the likelihood of crime.</p>               | <p><b>No Conflict.</b> As discussed in Section IV.J.2, Public Services—Police Protection, of this Recirculated Draft EIR, the Project Applicant would consult with the LAPD Crime Prevention Unit regarding crime prevention features appropriate for the design of the Project. As provided in Section IV.J.2, Public Services—Police Protection, of this Recirculated Draft EIR, the Project would include the following: a closed-circuit security camera system and keycard entry for the residential buildings and the residential parking areas; proper lighting of buildings and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings; sufficient lighting of parking area to maximize visibility and reduce areas of concealment; and design of project entrances to, and exits from, buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites, to the extent practicable.</p>   |
| <p><b>Objective 2.2:</b> Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.</p> | <p><b>No Conflict.</b> The Project would develop a diverse mix of residential, neighborhood-serving commercial (retail/restaurant), and office (Option B) uses that would support the housing and employment needs of the local residents and would be compatible with the variety of residential and commercial uses surrounding the Project Site. The Project would include a mix of studio, one- and two-bedroom units intended to support a range of household types. In addition, the ground-floor neighborhood-serving retail and restaurant uses would serve future residents, as well as the surrounding community. The retail/restaurant uses and office space (proposed under Option B) would also provide new employment opportunities for the surrounding community. The Project would provide a variety of open space and amenities, including balconies, landscaped plazas/courtyard areas, landscaped open space, pools, a spa, and outdoor kitchens with lounges and seating areas. The Project would be located in proximity to Metro, Los Angeles Department of Transportation LADOT Transit Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus bus lines. Specifically, the Project Site is currently served by a total of eight bus routes, with bus stops located along Maxella Avenue adjacent to the Project Site and near Lincoln Boulevard as well as along Glencoe Avenue. In addition, the Project includes bicycle parking spaces in accordance with LAMC requirements for the proposed uses. As previously discussed, the existing transportation and utility infrastructure, as well as public services, are available and would be adequate to support the Project. Furthermore, as discussed in Section II, Project Description, of this Recirculated Draft EIR, the Project's design is based on principles of smart growth and environmental sustainability,</p> |

**Table 3 (Continued)**  
**Applicable Policies of the General Plan Housing Element 2013–2021**

| Policy   | Would the Project Conflict?  |
|--|--|
|  | as evidenced by its mixed-use composition, emphasis on walkability and public open space, bike-friendly environment, and proximity to public transit including bus stops adjacent to the Project Site as described above.  |
| <p><b>Objective 2.3:</b> Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.</p> | <p><b>No Conflict.</b> As previously noted, the Project’s design is based on principles of smart growth and environmental sustainability, as evidenced by its mixed-use composition, emphasis on walkability and public open space, bike-friendly environment, proximity to public transit including bus stops adjacent to the Project Site. The Project will be designed and constructed to incorporate environmentally sustainable design features equivalent to a minimum Silver certification under the U.S. Green Building Council’s LEED® Rating System for new construction. Such features would include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation and waste reduction measures, among others. The Project will also utilize sustainable planning and building strategies and would incorporate the use of environmentally friendly materials, such as non-toxic paints and recycled finish materials wherever possible.</p> |
| <p><b>Policy 2.3.2:</b> Promote and facilitate reduction of water consumption in new and existing housing.</p>   | <p><b>No Conflict.</b> As discussed in Section IV.M.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, pursuant to the requirements of the City of LA Green Building Code and as provided for in Project Design Feature WAT-PDF-1, the Project would incorporate water-saving fixtures to reduce its indoor water use by at least 20 percent. In addition, the Project will include a weather-based irrigation controller and appropriate landscaping to reduce its outdoor water use.</p>   |
| <p><b>Policy 2.3.3:</b> Promote and facilitate reduction of energy consumption in new and existing housing.</p>  | <p><b>No Conflict.</b> The Project will be designed and constructed to incorporate environmentally sustainable design features equivalent to a minimum Silver certification under the U.S. Green Building Council’s LEED® Rating System for new construction. Refer to Section IV.C, Energy, of this Recirculated Draft EIR, for a discussion on the Project features that would reduce energy consumption.</p>  |
| <p><b>Policy 2.3.4:</b> Promote and facilitate reduction of waste in construction and building operations.</p>   | <p><b>No Conflict.</b> As discussed in Section IV.M.3, Utilities and Service Systems—Solid Waste, of this Recirculated Draft EIR, as provided in Project Design Feature SW-PDF-1, the Project Applicant would implement a construction waste management plan to recycle and/or salvage nonhazardous debris to achieve a minimum 75-percent diversion from landfills. In addition, in accordance with Project Design Feature SW-PDF-2, the Project would use building materials with a minimum of 10-percent recycled content for the construction of the Project. Furthermore, during operation of the Project, the Project Applicant would provide</p>  |

**Table 3 (Continued)**  
**Applicable Policies of the General Plan Housing Element 2013–2021**

| Policy   | Would the Project Conflict?   |
|--|---|
|  | on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials, as set forth in Section IV.M.3, Utilities and Service Systems—Solid Waste, of this Recirculated Draft EIR.. Adequate storage areas for recycling containers during construction and after the building is occupied will also be provided.   |
| <p><b>Objective 2.4:</b> Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.</p> | <p><b>No Conflict.</b> As discussed in the analysis for Objective 2.2 and Policy 2.2.1, above, the Project would develop a diverse mix of residential, neighborhood-serving commercial (retail/restaurant), and office (Option B) uses that would support the housing and employment needs of the local residents and would be compatible with the variety of residential and commercial uses surrounding the Project Site. In particular, the proposed residential units would consist of a mix of studio, one- and two-bedroom units intended to support a range of household types. As described in Section II, Project Description, of this Recirculated Draft EIR, the area surrounding the Project Site is highly urbanized and includes a mix of low- to high-rise buildings containing a variety of land uses. Predominantly mid- to high-rise, high-density commercial, office, and multi-family residential uses line Lincoln Boulevard/Pacific Coast Highway, generally transitioning to lower density multi-family neighborhoods to the east and west of Lincoln Boulevard/Pacific Coast Highway. Land uses surrounding the Project Site specifically include commercial, retail, and residential uses to the north-northeast, along Maxella Avenue; multi-family residential uses to the east, along Glencoe Avenue; additional Marina Marketplace shopping center-related commercial and retail uses and associated parking to the south; the six-story multi-family Stella apartment complex to the west; and the Hotel MdR and associated parking located southwest of the Project Site. The Project would support this objective by developing mixed-use buildings four (Option B) to seven stories tall that would be designed in a contemporary architectural style that would be complementary to, and compatible with, these surrounding uses.</p> |
| <p><b>Policy 2.4.2:</b> Develop and implement design standards that promote quality residential development.</p>   | <p><b>No Conflict.</b> As discussed herein, the Project would not conflict with relevant design guidelines in the Community Plan's Urban Design Chapter, the General Plan Framework's Urban Form and Neighborhood Design Chapter, and the Citywide Design Guidelines. Therefore, the Project would be consistent with the intent of this policy.</p>  |
| <p><b>Policy 2.4.3:</b> Develop and implement sustainable design standards in public and private open space and street rights-of-way. Increase access to open space, parks and</p>           | <p><b>No Conflict.</b> The Project would incorporate design features that would reduce energy and water consumption as described above in the analysis for Objective 2.3. The Project would also provide a variety of open space and recreational amenities to enhance the open space</p>   |

**Table 3 (Continued)**  
**Applicable Policies of the General Plan Housing Element 2013–2021**

| Policy  | Would the Project Conflict?   |
|---|---|
| green spaces.                                       | resources of the neighborhood. Private open space and recreational amenities available to Project residents and guests of residents would include: balconies, paved plazas with seating, landscaped courtyard areas, landscaped open space, pools, a spa, and outdoor kitchens with lounges and seating areas. To enhance the streetscape, Option A would include a landscaped public plaza at the northwest corner of the Project Site, along Maxella Avenue, that would connect to a landscaped pedestrian paseo. From here, the pedestrian paseo would extend south to a proposed publicly accessible, privately maintained open space area that would be provided near the southwest corner of the Project Site. Option B would include a large, approximately one-acre landscaped publicly accessible open space area along Glencoe Avenue. Trees and other landscaping features would also be planted throughout the Project Site and along Maxella Avenue and Glencoe Avenue under both options to activate these streets and provide a pedestrian-friendly environment. |
| <p>Source: <i>Eyestone Environmental, 2023.</i></p> |   |

**Table 4**  
**Applicable Objectives and Policies of the Palms–Mar Vista–Del Rey Community Plan**

| Goal/Objective/Policy  | Would the Project Conflict?   |
|--|---|
| <b>Residential</b>   |   |
| <p><b>Goal 1:</b> A safe, secure and high quality residential environment for all community residents.</p>   | <p><b>No Conflict.</b> The Project incorporates elements that would promote individual and community safety. Specifically, as provided in Section IV.J.2, Public Services—Police Protection, of this Recirculated Draft EIR, the Project would include the following: a closed-circuit security camera system and keycard entry for the residential buildings and the residential parking areas; proper lighting of buildings and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings; sufficient lighting of parking area to maximize visibility and reduce areas of concealment; and design of project entrances to, and exits from, buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites, to the extent practicable. Incorporation of these elements would provide a safe, secure, and high quality residential environment for the Project residents and surrounding community.</p>   |
| <p><b>Policy 1-1.2:</b> Protect the quality of residential environment and the appearance of communities with attention to site and building design.</p> | <p><b>No Conflict.</b> As described in Section II, Project Description, of this Recirculated Draft EIR, the area surrounding the Project Site is highly urbanized and includes a mix of low- to high-rise buildings containing a variety of land uses. Predominantly mid- to high-rise, high-density commercial, office, and multi-family residential uses line Lincoln Boulevard/Pacific Coast Highway, generally transitioning to lower density multi-family neighborhoods to the east and west of Lincoln Boulevard/Pacific Coast Highway. Land uses surrounding the Project Site specifically include commercial, retail, and residential uses to the north-northeast, along Maxella Avenue; multi-family residential uses to the east, along Glencoe Avenue; additional Marina Marketplace shopping center-related commercial and retail uses and associated parking to the south; the six-story multi-family Stella apartment complex to the west; and the Hotel MdR and associated parking located southwest of the Project Site. The Project would support this policy by developing mixed-use buildings four-stories (Option B only) to up to seven-stories tall that would be designed in a contemporary architectural style that would be complementary to, and compatible with, these surrounding uses, thereby, protecting the quality of the residential and commercial environment and the appearance of surrounding community. In particular, the Project would feature stepbacks along Glencoe Avenue to provide a transition between the lower scale residential uses and the Project. In addition, the Project would feature similar heights and design elements as the adjacent Stella apartment complex.</p> |



**Table 4 (Continued)**  
**Applicable Objectives and Policies of the Palms–Mar Vista–Del Rey Community Plan**

| Goal/Objective/Policy  | Would the Project Conflict?  |
|--|--|
| <p><b>Objective 1-2:</b> To reduce vehicular trips and congestion by developing new housing in proximity to services and facilities.</p>   | <p><b>No Conflict.</b> The Project would be located in an area well-served by public transit provided by Metro, LADOT Transit Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus. Specifically, the Project Site is currently served by a total of eight bus routes. In addition, the Project includes bicycle parking spaces in accordance with LAMC requirements to support the proposed uses. Furthermore, as discussed in Section II, Project Description, of this Recirculated Draft EIR, to enhance the streetscape, Option A would include a landscaped public plaza at the northwest corner of the Project Site, along Maxella Avenue, that would connect to a landscaped pedestrian paseo. From here, the pedestrian paseo would extend south to a proposed publicly accessible, privately maintained open space area that would be provided near the southwest corner of the Project Site. Option B would include a one-acre publicly accessible open space area along Glencoe Avenue. In addition, as provided in Section IV.K, Transportation, of this Recirculated Draft EIR, the Project would relocate the existing traffic signal on Maxella Avenue at the crosswalk approximately 100 feet to the west of the Ocean Way intersection such that all movements (vehicular, pedestrian, and bicycle) would be controlled by a traffic signal. This crosswalk is subject to approval of the Los Angeles Department of Transportation (LADOT). Trees and other landscaping features would also be planted throughout the Project Site and along Maxella Avenue and Glencoe Avenue under both options to activate these streets and provide a pedestrian-friendly environment. As such, the Project would promote the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking, thereby reducing vehicular trips and congestion.</p> |
| <p><b>Objective 1-3:</b> To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.</p>                              | <p><b>No Conflict.</b> Implementation of the Project would enhance the surrounding community by providing a high-quality unified development with publicly accessible pedestrian features, in place of the existing underutilized site containing three separate buildings and associated surface parking areas. The proposed pedestrian features, including a public plaza and a paseo under Option A and a one-acre publicly accessible open space area along Glencoe Avenue under Option B, would result in an improved streetscape that would promote pedestrian activity, which would result in an improved quality of the public realm. Also refer to Policy 1-1.2, above.</p>   |
| <p><b>Policy 1-3.1:</b> Require architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.</p> | <p><b>No Conflict.</b> As described in Section II, Project Description, of this Recirculated Draft EIR, the area surrounding the Project Site is highly urbanized and includes a mix of low- to high-rise buildings containing a variety of land uses. Predominantly mid- to high-rise, high-</p>  |

**Table 4 (Continued)**  
**Applicable Objectives and Policies of the Palms–Mar Vista–Del Rey Community Plan**

| Goal/Objective/Policy   | Would the Project Conflict?  |
|---|--|
|   | density commercial, office, and multi-family residential uses line Lincoln Boulevard/Pacific Coast Highway, generally transitioning to lower density multi-family neighborhoods to the east and west of Lincoln Boulevard/Pacific Coast Highway. Land uses surrounding the Project Site specifically include commercial, retail, and residential uses to the north-northeast, along Maxella Avenue; multi-family residential uses to the east, along Glencoe Avenue; additional Marina Marketplace shopping center-related commercial and retail uses and associated parking to the south; the six-story multi-family Stella apartment complex to the west; and the five-story Hotel MdR and associated parking located southwest of the Project Site. The Project would support this objective by developing mixed-use buildings that would be designed in a contemporary architectural style complementary to, and compatible with, the surrounding uses. Therefore, the Project would maintain the character and scale of the surrounding uses. |
| <b>Commercial</b>   |  |
| <b>Policy 2-1.4:</b> Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.  | <b>No Conflict.</b> Refer to the analysis for Policies 1-1.2 and 1-3.1 of this table.  |
| <b>Policy 2-2.2:</b> Require that mixed-use projects and development in pedestrian-oriented areas are developed according to specific design guidelines to achieve a distinctive character and compatibility with surrounding uses.   | <b>No Conflict.</b> As discussed herein, the Project would be consistent with relevant design guidelines in the Community Plan's Urban Design Chapter, the General Plan Framework's Urban Form and Neighborhood Design Chapter, and the Citywide Design Guidelines. Therefore, as the Project is consistent with these design guidelines, the Project would achieve a distinctive character and compatibility with surrounding uses.   |
| <b>Objective 2-3:</b> To enhance the appearance of commercial districts.<br><b>Policy 2-3.1:</b> Require that the design of new development be compatible with adjacent development, community character and scale.   | <b>No Conflict.</b> Refer to the analysis for Policy 1-3.1.  |
| <b>Public and Institutional Land Use</b>  |  |
| <b>Objective 8-1:</b> To provide adequate police facilities, personnel and protection to correspond with existing and future population and service demands.<br><b>Policy 8-1.1:</b> Review with the Police Department proposals for new development projects and land use changes to determine | <b>No Conflict.</b> While this policy refers to LAPD review of new development projects and land use changes, the Project Applicant will consult with the LAPD Crime Prevention Unit regarding crime prevention features appropriate for the design of the Project, as discussed in Section IV.J.2, Public Services—Police Protection, of this Recirculated Draft EIR. The LAPD was also consulted as part of the preparation of this Recirculated Draft EIR.  |

**Table 4 (Continued)**  
**Applicable Objectives and Policies of the Palms–Mar Vista–Del Rey Community Plan**

| Goal/Objective/Policy   | Would the Project Conflict?   |
|---|---|
| law enforcement needs and requirements.   | Additionally, this Recirculated Draft EIR will be made available to the LAPD for its review and comment.  |
| <b>Policy 8-2.2:</b> Ensure adequate lighting around residential, especially multi-family, commercial, and industrial buildings to improve security.  | <b>No Conflict.</b> The Project would provide adequate lighting around the residential and commercial land uses and outdoor open spaces on the Project Site. As discussed in Section II, Project Description, of this Recirculated Draft EIR, the Project would include low-level exterior lights adjacent to the proposed buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would also be incorporated throughout the Project Site.   |
| <b>Policy 8-2.3:</b> Ensure that landscaping around buildings does not impede visibility.   | <b>No Conflict.</b> The Project includes trees and landscaping features that would be planted throughout the Project Site and along Maxella Avenue and Glencoe Avenue. In support of this policy, landscaping would be designed not to impede visibility.   |
| <p><b>Goal 9:</b> Protect the community through a comprehensive fire and life safety program.</p> <p><b>Policy 9-1.1.</b> Coordinate with the Fire Department the review of significant development projects and General Plan amendments affecting land use to determine the impact on service demands.</p> | <b>No Conflict.</b> As discussed in Section IV.J.2, Public Services—Fire Protection, of this Recirculated Draft EIR, the LAFD Construction Services / Hydrants Unit was consulted in conjunction with the preparation of this Recirculated Draft EIR.   |
| <b>Transportation Demand Management Strategies</b>  |   |
| <b>Goal 11:</b> Encourage alternative modes of transportation over the use of single occupant vehicles (SOV) to reduce vehicular trips.   | <b>No Conflict.</b> The Project would be located in an area well-served by public transit provided by Metro, LADOT Transit Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus. Specifically, the Project Site is currently served by a total of eight bus routes. In addition, the Project includes bicycle parking spaces in accordance with LAMC requirements to support the proposed uses. Furthermore, as discussed in Section II, Project Description, of this Recirculated Draft EIR, to enhance the streetscape, Option A includes a landscaped public plaza at the northwest corner of the Project Site, along Maxella Avenue, that would connect to a landscaped pedestrian paseo. From here, the pedestrian paseo would extend south to a proposed publicly accessible, privately maintained open space area that would be provided near the southwest corner of the Project Site. Option B would include a one-acre publicly accessible open space area along Glencoe Avenue. Trees and other landscaping features would also be planted throughout the Project Site and along Maxella Avenue and Glencoe Avenue under both options to activate these streets and provide a pedestrian-friendly environment. As such, the Project |

**Table 4 (Continued)**  
**Applicable Objectives and Policies of the Palms–Mar Vista–Del Rey Community Plan**

| Goal/Objective/Policy  | Would the Project Conflict?  |
|--|--|
|  | would provide opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle trips.   |
| <b>Non-Motorized Transportation</b>  |  |
| <p><b>Goal 12:</b> A system of safe, efficient and attractive bicycle and pedestrian facilities.</p> <p><b>Objective 12-2:</b> To promote pedestrian oriented mobility and utilization of the bicycle for commuter, school, recreational use, economic activity and access to transit facilities.</p>  | <p><b>No Conflict.</b> The Project includes bicycle parking spaces in accordance with LAMC requirements to support the proposed residential and commercial uses. Also refer to the analysis for Goal 11.</p>   |
| <b>Parking</b>   |  |
| <p><b>Goal 13:</b> A sufficient system of well designed and convenient on-street parking and off-street parking facilities throughout the plan area.</p>   | <p><b>No Conflict.</b> While this is a goal of the Community Plan, the Project would provide parking for the proposed uses in accordance with applicable City requirements, including as set forth in the LAMC.</p>  |
| <b>Urban Design</b>  |  |
| <i>Multiple Residential</i>  |  |
| <p><u><i>Building Design</i></u><br/> The design of all multi-family residential development of five or more units shall be in conformity with the visual pattern of the community. The design should promote harmony in relationship between new and existing buildings, avoid excessive variety and monotonous repetition and be sensitive to the scale, form, height and proportion of surrounding development. To achieve this goal the following policies are proposed:</p> <ol style="list-style-type: none"> <li>1. The use of articulation, recess, or perforations of surfaces to break up long, flat building facades with varying rooflines.</li> <li>2. Utilization of complementary building materials, textures and color in building facades.</li> <li>3. Incorporating varying design to provide definition to each floor and uniformity of detail, scale and proportions.</li> <li>4. Integrating building fixtures, awnings, security gates or wall/fence into the design of the building.</li> <li>5. Screening all rooftop equipment and building appurtenances from public view.</li> </ol> | <p><b>No Conflict.</b> Refer to Policy 1-1.2, above. Also, as described in Section II, Project Description, of this Recirculated Draft EIR, the proposed mixed-use buildings would be designed in a contemporary architectural style. Cantilevered balcony decks, horizontal overhangs, and canopies would be integrated with vertical fins and other architectural elements, such as balcony and stair railing and shading devices. These architectural elements would provide horizontal and vertical articulation that would serve to break up the building planes and modulate building massing. A variety of exterior finishes, materials, and textures would be integrated into the overall design of the various buildings, including tile or stone veneer, storefront windows, aluminum louvers, wood or simulated wood, exterior plaster, glass railings, and integrated signage and lighting. While not anticipated, should any mechanical equipment be provided on the roof level, such equipment would be screened from view in accordance with City requirements. Additionally, trash services would be enclosed.</p> |

**Table 4 (Continued)**  
**Applicable Objectives and Policies of the Palms–Mar Vista–Del Rey Community Plan**

| Goal/Objective/Policy   | Would the Project Conflict?  |
|---|--|
| 6. Requiring decorative masonry walls to enclose trash.   |  |
| <p><u>Landscaping</u><br/> Open space and proper landscaping are an asset and an essential component of development design. A landscape plan should include the following elements:</p> <ol style="list-style-type: none"> <li>1. Provide attractive views and visual relief from the building mass.</li> <li>2. Enhance and complement the building.</li> <li>3. Buffer other land uses.</li> <li>4. Include appropriate planting material including trees, shrubbery and flowering plants.</li> <li>5. Provide useable open space for outdoor activities, especially for children.</li> </ol>   | <p><b>No Conflict.</b> The Project would provide a variety of open space and recreational amenities. To enhance the streetscape, Option A includes a landscaped public plaza at the northwest corner of the Project Site, along Maxella Avenue, that would connect to a landscaped pedestrian paseo. From here, the publicly accessible pedestrian paseo would extend south to a proposed publicly accessible, privately maintained open space area that would be provided near the southwest corner of the Project Site, which would feature a lawn area, seating, and an amenity building. Option B would include pedestrian access from Maxella Avenue to Glencoe Avenue where a one-acre publicly accessible open space area is proposed. This open space area would feature a lawn area and seating. Trees and other landscaping features would also be planted throughout the Project Site and along Maxella Avenue and Glencoe Avenue under both options to activate these streets and provide a pedestrian-friendly environment.</p> |
| <i>Commercial</i>   |  |
| <p><u>Height and Building Design for Pedestrian Areas</u><br/> In pedestrian oriented areas, the mass, proportion and scale of all new buildings and remodels shall be at a pedestrian scale.</p> <ol style="list-style-type: none"> <li>1. The design of all proposed projects shall be articulated to provide variation and visual interest, enhance the streetscape by providing continuity and avoiding opportunities for graffiti.</li> <li>2. Front facades and facades facing rear parking shall maximize the area devoted to transparent building elements, such as windows and doors.</li> <li>3. The use of articulations, recesses, surface perforations and other architectural features to break up long, flat building facades.</li> <li>4. In a Community Center and in Neighborhood Districts, distinctive architectural style/type should be incorporated with building materials and color suitable for the type and design and should be architecturally harmonious. A fine example of a distinctive style in the community is the commercial area at the</li> </ol> | <p><b>No Conflict.</b> Refer to Policy 1-1.2, above. Also, as described in Section II, Project Description, of this Recirculated Draft EIR, the proposed mixed-use buildings would be designed in a contemporary architectural style. Cantilevered balcony decks, horizontal overhangs, and canopies would be integrated with vertical fins and other architectural elements, such as balcony and stair railing and shading devices. These architectural elements would provide horizontal and vertical articulation that would serve to break up the building planes and modulate building massing. A variety of exterior finishes, materials, and textures would be integrated into the overall design of the various buildings, including tile or stone veneer, storefront windows, aluminum louvers, wood or simulated wood, exterior plaster, glass railings, and integrated signage and lighting. The Project Site is not located within a Community Center or Neighborhood District.</p>  |

**Table 4 (Continued)**  
**Applicable Objectives and Policies of the Palms–Mar Vista–Del Rey Community Plan**

| Goal/Objective/Policy  | Would the Project Conflict?  |
|--|--|
| <p>intersection of National Boulevard and Barrington Avenue which generally reflects the colonial architectural style. This commercial area is proposed for designation to Neighborhood District. New development in this center should incorporate elements compatible with the colonial architectural theme into exterior design similar to existing buildings.</p>  |  |
| <p><u>Height and Building Design for All Commercial Areas</u><br/>           Building materials shall be employed to provide relief to bland untreated portions of exterior buildings facades. The purpose of these provisions is to ensure that a project avoids large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood and creates a stable environment with a pleasant and desirable character. Accordingly, the following policies are proposed.</p> <ol style="list-style-type: none"> <li>1. Providing accenting, complementary building materials to building facades.</li> <li>2. Designating architecturally untreated facades for signage.</li> <li>3. The use of articulations, recesses, surface perforations and other architectural features to break up long, flat building facades.</li> <li>4. Screening of mechanical and electrical equipment from public view.</li> <li>5. Requiring the enclosure of trash areas for all projects.</li> </ol> | <p><b>No Conflict.</b> Refer to Policy 1-1.2, above. Also, as described in Section II, Project Description, of this Recirculated Draft EIR, the proposed mixed-use buildings would be designed in a contemporary architectural style. Cantilevered balcony decks, horizontal overhangs, and canopies would be integrated with vertical fins and other architectural elements, such as balcony and stair railing and shading devices. These architectural elements would provide horizontal and vertical articulation that would serve to break up the building planes and modulate building massing. A variety of exterior finishes, materials, and textures would be integrated into the overall design of the various buildings, including tile or stone veneer, storefront windows, aluminum louvers, wood or simulated wood, exterior plaster, glass railings, and integrated signage and lighting. While not anticipated, should any mechanical equipment be provided on the roof level, such equipment would be screened from view in accordance with City requirements. Additionally, trash services would be enclosed.</p> |
| <p><u>Parking Structures</u><br/>           Parking structures shall be integrated with the design of the buildings they serve through:</p> <ol style="list-style-type: none"> <li>1. Designing parking structure exteriors to match the style, materials and colors of the main building.</li> <li>2. Maximizing commercial uses on the ground floor.</li> <li>3. Landscaping to screen parking structures not architecturally integrated with the main building.</li> <li>4. Utilizing decorative walls and landscaping to buffer residential uses from parking structures.</li> </ol>   | <p><b>No Conflict.</b> Parking facilities would be physically and visually integrated within the proposed buildings on the Project Site such that the new parking structures are primarily internal to the Project Site and generally not visible from surrounding uses.</p>   |

**Table 4 (Continued)**  
**Applicable Objectives and Policies of the Palms–Mar Vista–Del Rey Community Plan**

| Goal/Objective/Policy  | Would the Project Conflict?   |
|--|---|
| <p><u>Light and Glare</u></p> <ol style="list-style-type: none"> <li>1. Installing on-site lighting along all pedestrian walkways and vehicular access ways.</li> <li>2. Shielding and directing of on-site lighting onto driveways and walkways, directed away from adjacent residential uses.</li> </ol> | <p><b>No Conflict.</b> The Project would provide exterior lighting along driveways, roadways, and pedestrian pathways for safety. All on-site exterior lighting would be automatically controlled, where applicable, to illuminate only when necessary and, as set forth in Project Design Feature AES-PDF-6, would be shielded or directed toward areas to be illuminated.</p> |
| <p>Source: <i>Eyestone Environmental, 2023.</i></p>  |   |