

Appendix G

Land Use Consistency Tables

Appendix G

Land Use Tables

Table 1
Applicable Goals, Objectives, and Policies of the Framework Element

Goal/Objective/Policy	Would the Project Conflict?
<i>Land Use Chapter</i>	
<p>Policy 3.1.5: Allow amendments to the community plans and coastal plans to further refine General Plan Framework Element land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input. These changes shall be allowed provided (a) that the basic differentiation 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>No Conflict. The Project would require an amendment to the Community Plan to change the land use designation from Heavy Industrial to Regional Center Commercial. With a mix of residential and commercial uses that reflect existing and increasing uses in the Arts District, the Project would maintain and reinforce the basic differentiation and relationships among land use districts by not physically dividing established communities. In addition, the Project would not result in a reduction in housing capacity, which would otherwise require the construction of replacement housing elsewhere. The Project is subject to environmental review in accordance with CEQA, as provided by this Draft EIR. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.1.9: Assure that fair treatment of people of all races, cultures, incomes, and education levels with respect to the development, implementation and enforcement of environmental laws, regulations, and policies, including affirmative efforts to inform and involve environmental groups, especially environmental justice groups, in early planning stages through notification and two-way communication.</p>	<p>No Conflict. The Project is subject to environmental review in accordance with CEQA, as provided by this Draft EIR. The City prepared an Initial Study and circulated a Notice of Preparation for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on May 25, 2018, for a 30-day review period. In addition, a Scoping Meeting was held in an open house format on June 14, 2018, from 5:00 P.M. to 7:00 P.M. The purpose of the Scoping Meeting was to solicit public comments regarding issues to be addressed in the Draft EIR. The Scoping Meeting provided information regarding the Project and the anticipated scope of analyses of the Draft EIR. City staff, environmental consultants, and Project representatives were available to answer questions regarding the Project and the environmental analysis. As such, the Project would not conflict with this policy.</p>
<p>Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles</p>	<p>No Conflict. The Project is located in an area well-served by public transit and an HQTAs as designated in the 2016–2040 RTP/SCS. Multiple local and regional bus lines providing connections to Downtown subway stations, including Pershing Square and 7th Street/Metro Center,</p>

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the Framework Element

Goal/Objective/Policy	Would the Project Conflict?
traveled, and air pollution.	operate in the vicinity of the Project Site. The closest bus stop to the Project Site is the stop for Metro Local Line 60 at the corner of South Santa Fe Avenue and Violet Street. Other nearby bus lines include Metro Local Line 18, which provides service east/west from the City of Montebello to the Wilshire Center area, and Metro Local Line 62, which provides service from Downtown Los Angeles, east to Santa Fe Springs, and south to Hawaiian Gardens. Additionally, the Greyhound Bus Terminal is located approximately 0.3 mile west of the Project Site on 7th Street, which provides inter-city bus service to various locations outside of the Los Angeles. Furthermore, the ground level commercial uses, landscaping and streetscape improvements (i.e., street trees and planters along Violet Street), as well as the extensive paseo system that runs through the Project Site and connects to East 7th Place, Violet Street, and the abutting alley would promote walkability in the vicinity of the Project Site. Therefore, the Project would provide opportunities for the use of alternative modes of transportation, including access to public transit and opportunities for walking and biking, thereby promoting an improved quality of life and facilitating a reduction in vehicle trips, vehicle miles traveled, and air pollution.
Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	No conflict. See Objective 3.2. The Project would also provide 257 bicycle parking spaces (47 short-term and 210 long-term) as required by the LAMC, further reducing any conflict with this policy.
Policy 3.8.4: Enhance pedestrian activity by the design and siting of structures.	No Conflict. The Project would enhance pedestrian activity by creating more pedestrian-scaled Project frontages along East 7th Place and Violet Street. Commercial uses and storefronts would be placed at ground level and new landscaping and streetscape improvements would be installed around the Project Site. Streetscape amenities provided by the Project would include street trees and landscaped planters along Violet Street. The Project would also provide pedestrian connections from the street through site via publicly accessible paseo to within the Project Site that would feature a variety of pedestrian amenities. Promotion of pedestrian activity would serve to reduce VMT.
Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate.	No Conflict. As discussed in Policy 3.8.4, the Project would install street trees and landscaped planters along Violet Street. In addition, all new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties.

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the Framework Element

Goal/Objective/Policy	Would the Project Conflict?
<p>Policy 3.10.5: Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.</p>	<p>No Conflict. The Project proposes a ground-level pedestrian paseo with art exhibition spaces, landscaping, and various gathering and seating areas, that would connect the existing commercial, office, and residential uses to the new buildings and provide pedestrian access to each of the Project's street frontages, as well as to the abutting alley.</p>
<p>Policy 3.14.6: Consider the potential re-designation of marginal industrial lands for alternative uses by amending the community plans based on the following criteria:</p> <ul style="list-style-type: none"> a. 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; b. Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development; c. Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods; d. Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses; e. 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; f. 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; g. Where it can be demonstrated that the reduction of industrial lands will 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; and/or h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas. 	<p>No Conflict. This is an economic development policy that was not specifically adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the following is for informational purposes only. The Project is proposing re-designation of industrial lands. However, the Project Site currently contains only a small amount of warehouse/ industrial uses (2,109 square of existing warehouse uses.) Moreover, development of the Project would not result in a fragmented pattern of development because it would not physically divide an established community. Specifically, the surrounding area is developed with a mix of light industrial, commercial, and residential uses. Nearby uses include Blu Leaf Clothing store, restaurants (Bestia, Sprout LA), the Cartifact corporate offices, and the 2121 Lofts to the north; a recycling center (Excel Metals) and a distribution facility (Manuel's Produce) to the south; Stumptown Coffee Roasters, Ruffworld Recording Studio, Alphacast Foundry, and other office uses to the west; and rail lines and the Los Angeles River to the east. Other uses in the Project vicinity include creative loft spaces (Toy Factory Lofts and the Biscuit Company Lofts) located north of the Project Site along Mateo Street, the Ford Factory building across South Santa Fe Avenue, and the Hyperloop One headquarters along Bay Street. Development of the Project would reinforce current mixed-use development trends and would not result in a fragmented pattern of development. Moreover, the Project Site represents only approximately 0.2 percent of the industrially zoned land in the Central City North Community Plan area. In addition, the site is currently underutilized (the FAR of the seven buildings on-site is approximately .66 to 1, which is less than 45 percent of the 1.5 to 1 FAR permitted under the current zoning). Further, the Project would result in 961 new jobs on-site and would generate substantial ongoing revenue to the City in the form of sales and business license taxes. Therefore, the Project would not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or cause the City to incur adverse fiscal impacts. Therefore, the Project would not conflict with this policy.</p>
<p>Objective 3.18: Provide for the stability and enhancement of multi-family residential,</p>	<p>No Conflict. As discussed in Section IV.G.1, Public Services—Fire Protection; Section IV.G.2, Public</p>

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the Framework Element

Goal/Objective/Policy	Would the Project Conflict?
mixed-use, and/or commercial areas of the City and direct growth to areas where sufficient public infrastructure and services exist.	Services—Police Protection; Section IV.G.3, Schools; Section IV.G.4, Public Services—Parks and Recreation; Section IV.G.5, Public Services—Libraries; Section IV.J.1, Water Supply and Infrastructure; Section IV.J.2, Utilities and Service Systems—Wastewater; and Section IV.J.3, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR; and the Initial Study included in Appendix A of this Draft EIR, agencies providing public services and utilities to the Project Site would have capacity to serve the Project.
Housing Chapter	
Policy 4.1.9: Whenever possible, assure adequate health-based buffer zones between new residential and emitting industries.	No Conflict. As discussed in Section IV.A, Air Quality, of this Draft EIR, no major sources of toxic air contaminants (TACs) are located within a quarter mile of the Project Site. A Metro rail yard is also located within 1 mile of the Project Site, which is the recommended buffer distance by the California Air Resources Board (CARB). However, sources of TAC emissions from the Metro rail yard would be minimal as trains at this yard are powered by electric propulsion and would not generate emissions on-site.
Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	No Conflict. The Project would develop up to 347 new live/work units on the Project Site. As discussed in Objective 3.2 above, multiple local and regional bus lines that connect to Downtown subway stations, including Pershing Square and 7th Street/Metro Center, operate in the vicinity of the Project Site. In addition, the Greyhound Bus Terminal, which provides inter-city bus service to various locations outside of the Los Angeles, is located approximately 0.3 mile west of the Project Site on 7th Street. The provision of housing near transit would serve to reduce VMT.
Open Space and Conservation Chapter	
Policy 6.4.7: Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources.	No Conflict. The Project would support this City policy by providing a publicly-accessible pedestrian paseo that would connect to East 7th Street and Violet Street. This extensive paseo system would include landscaped planters, various gathering spaces and seating areas, and art exhibition spaces.
Policy 6.4.8: Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods. b. Encourage the improvement of open	No Conflict. The Project would include a variety of open space and recreational amenities for residents and visitors. On the ground floor, the Project would provide a publicly accessible pedestrian paseo with art exhibition spaces, landscaped planters, and various gathering and seating areas. Other open space and recreational amenities would include residential indoor common amenity spaces

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the Framework Element

Goal/Objective/Policy	Would the Project Conflict?
<p>space, both on public and private property, as opportunities arise. Such places may include the dedication of “unbuildable” areas or sites that may serve as green space, or pathways and connections that may be improved to serve as neighborhood landscape and recreation amenities.</p>	<p>on Level 9 of the residential tower and on Level 8 of the office building, and outdoor amenities for both residents and office tenants on Levels 4 and 8 of the office building. The outdoor amenities on Level 4 of the office building would be comprised of seating areas, an outdoor kitchen, and a fire pit, and Level 8 of the office building would include a swimming pool, lounge areas with fire pits and BBQs, and a variety of other landscaped and programmed open spaces. In addition, private residential balconies would be dispersed throughout the residential tower. Overall, the Project would provide approximately 71,719 square feet of open space, which exceeds the open space requirements set forth by LAMC Section 12.21 G.</p>
<p>Economic Development Chapter</p>	
<p>Goal 7B: A City with land appropriately and sufficiently designated to sustain a robust commercial and industrial base.</p>	<p>No Conflict. This is an economic development goal that was not specifically adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the following is for informational purposes only. The Project would develop approximately 187,374 square feet of new office space and 21,858 square feet of new retail/restaurant floor area. In addition, the Project would retain approximately 6,983 square feet of office uses, 25,739 square feet of retail/restaurant uses, and 2,109 square feet of warehouse uses that currently occupy the existing buildings on the Project Site. In addition, the work space in the live/work units would support artists and small businesses. The Project would result in 961 new jobs on-site and would generate ongoing revenues to the City in the form of sales and business license taxes. In addition, the Project Site represents only approximately 0.2 percent of the industrially zoned land in the Central City North Community Plan area. Therefore, adequate land would remain for a robust industrial base, and the Project would contribute to a robust commercial base.</p>
<p>Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.</p>	<p>No Conflict. The Project would develop approximately 187,374 square feet of new office space and 21,858 square feet of new retail/restaurant floor area. In addition, the Project would retain approximately 6,983 square feet of office uses, 25,739 square feet of retail/restaurant uses, and 2,109 square feet of warehouse uses that currently occupy the existing buildings on the Project Site. As such, the Project would support this objective by providing and retaining uses to sustain the employment base of the Community Plan area, help meet employment 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, VMT, and air pollution to ensure maximum feasible environmental quality.</p>
<p>Policy 7.2.3: Encourage new commercial</p>	<p>No Conflict. The Project would develop approximately</p>

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the Framework Element

Goal/Objective/Policy	Would the Project Conflict?
development in proximity to rail and bus transit corridors and stations.	187,374 square feet of new office space and 21,858 square feet of new retail/restaurant floor area in an area well-served by public transit. As discussed in Objective 3.2 above, the Project is served by multiple local and regional Metro bus lines, and the Greyhound Bus Terminal is located approximately 0.3 mile west of the Project Site on 7th Street. The Project's proximity to transit would serve to reduce VMT.
Policy 7.2.8. Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors.	No Conflict. This is an economic development policy that was not specifically adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the following is for informational purposes only. The Project Site currently developed primarily with live/work, office and commercial uses, and the 2,109 square feet of existing warehouse uses would be retained. Therefore, the Project would not displace any industrial uses. Moreover, the Project Site represents only approximately 0.2 percent of the industrially zoned land in the Central City North Community Plan area. Therefore, adequate land would remain for emerging industrial sector. In addition, the Project's creative office space would be designed to accommodate and would support the emerging media and entertainment industry in the area, as is evidenced by Warner Music's recent relocation to 7th Street and Santa Fe. Further, the site is currently underutilized (the FAR of the existing buildings is approximately .66 to 1, which is less than 45 percent of the 1.5 to 1 FAR permitted under the current zoning), and the Project would result in 961 new jobs on-site and would generate substantial ongoing revenues to the City in the form of sales and business license taxes. This meets the intent of this policy. Moreover, this policy must be considered in light of Policy 3.14.6. As discussed above, the Project would meet the criteria for changing the current industrial land use designation.
Policy 7.2.9. 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 Policy 3.14.6 of Chapter 3: Land Use.	No Conflict. This is an economic development policy that was not specifically adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the following is for informational purposes only. As discussed above, the Project would meet the criteria spelled out in Policy 3.14.6 for changing the Project Site's current industrial land use designation.
Infrastructure and Public Services Chapter	
Goal 9A: Adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.	No Conflict. While this is a citywide goal, as described in the Section IV.K.2, Utilities and Service Systems—Wastewater, of this Draft EIR, wastewater generated during Project operation would be discharged to the existing 8-inch sewer line in East 7th Place, which would connect to a network of sewer lines and ultimately convey the Project's wastewater flows to the Hyperion Water Reclamation Plant (HWRP) for treatment. The HWRP has a remaining available capacity of 175 million gallons per day (mgd) and

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the Framework Element

Goal/Objective/Policy	Would the Project Conflict?
	the 8-inch sewer line has a capacity of 0.71 cubic feet per second or 458,595 gallons per day (gpd). The Project's net increase in wastewater generation is approximately 100,940 gpd, which represents approximately 0.06 percent of the HWRP's remaining available capacity and approximately 22 percent of the 8-inch sewer line's capacity. Therefore, there is adequate wastewater collection and treatment capacity to service the Project.
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	No Conflict. The wastewater generated by the Project would be typical of commercial, office, and residential uses, and would not include industrial discharge containing hazardous substances. In addition, as discussed in Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, the Project would include water conservation features to reduce water usage. Accordingly, the total amount of wastewater flow from the Project Site would also be reduced.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	No Conflict. As discussed below in Policy 5.5 of Mobility Plan 2035, the Project would implement BMPs to minimize the discharge of pollutants in stormwater runoff during construction. During operation, the Project would implement either a capture and use system, or biofiltration planters for managing stormwater runoff in accordance with the current City of Los Angeles LID Ordinance requirements.
Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.	No Conflict. As evaluated in Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, based on the Water Supply Assessment (WSA) prepared for the Project, LADWP would be able to meet the water demand of the Project as well as the existing and planned future water demands of its service area. The Project would also implement Project Design Feature WAT-PDF-1 to reduce water demand in addition to those measures required by the City's current codes and ordinances. Specifically, Project Design Feature WAT-PDF-1 commits the Project to providing high-efficiency toilets, low-flow shower heads, domestic water heating located in close proximity to the point(s) of use, and water efficient landscaping and irrigation. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site.
Goal 9P: Appropriate lighting required to: (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and informational lighting such as building façade lighting or advertising lighting; and (3) protect and preserve the nighttime	No Conflict. Project lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the site. Project lighting would be designed to minimize light trespass from the Project Site and would comply with all LAMC requirements and Title 24. All new street and pedestrian lighting within the public right-of-way would

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the Framework Element

Goal/Objective/Policy	Would the Project Conflict?
environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.	comply with applicable City regulations and would be subject to approval by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on sidewalks and roadways while minimizing light and glare on adjacent properties.
Objective 9.40: Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting for private streets, parking areas, pedestrian areas, security lighting, and other forms of outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare.	No Conflict. Refer to Goal 9P of the Infrastructure and Public Services Chapter above.
<hr/> <p><i>Source: Eyestone Environmental, 2020.</i></p>	

Table 2
Applicable Goals, Objectives, and Policies of Mobility Plan 2035

Goal/Objective/Policy	Would the Project Conflict?
<p>Policy 1.6: Design detour facilities to provide safe passage for all modes of travel during times of construction.</p>	<p>No Conflict. As identified in Project Design Feature TR-PDF-1 in Section IV.I, Transportation, of this Draft EIR, the Project would prepare and implement a Construction Traffic Management Plan to minimize potential construction impacts to the surrounding area to ensure safe passage for all modes of travel during Project construction. As part of the Construction Traffic Management Plan, worksite traffic control plan(s) would be developed to route vehicular traffic, bicyclists, and pedestrians around any parking land and/or sidewalk closures. The worksite traffic control plan(s) would ensure that access would remain unobstructed for land uses in proximity to the Project Site during construction.</p>
<p>Policy 2.3: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.</p>	<p>No Conflict. The Project would encourage walking and enhance pedestrian activity on and around the Project Site by locating commercial uses and storefronts at ground level. In addition, extensive window walls would be utilized on the ground level to increase transparency and create a more welcoming pedestrian environment. New landscaping would be installed around the Project Site and street trees and landscaped planters would be installed along Violet Street. The Project would also provide pedestrian connections from the East 7th Place and Violet Street to the paseo within the Project Site that would include pedestrian amenities. In addition, the Project Site's proximity to a various of public transit options and to nearby commercial variety offices uses would promote walkability and reduce VMT.</p>
<p>Policy 2.6. Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.</p>	<p>No Conflict. The Project would provide minimum of 257 bicycle parking spaces (47 short-term and 210 long-term) on the Project Site. Bicycle parking would be provided outdoors and within a secure subterranean area. The Project's bicycle parking would promote bicycle use and reduce VMT.</p>
<p>Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes—including goods movement—as integral components of the City's transportation system.</p>	<p>No Conflict. The Project would promote this policy by providing adequate vehicular, pedestrian access, and bicycle access on the Project Site. The Project would provide a total of 828 vehicular parking spaces and 257 bicycle parking spaces. The Project would provide pedestrian access to the Project Site from East 7th Place, Violet Street, and the abutting alley to a paseo that would connect the existing and proposed buildings on the Project Site. In addition, the Project would be located in an area well-served by public transit, including the multiple local and regional bus lines and the Greyhound Bus Terminal.</p>
<p>Policy 3.3: 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>No Conflict. The Project would not conflict with this policy, and would result from city policies which promote equitable land use by locating a new development consisting of residential, retail/restaurant, and office uses in proximity to jobs (including those that may be offered</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of Mobility Plan 2035

Goal/Objective/Policy	Would the Project Conflict?
	on-site), destinations, and other neighborhood services in an area well-served by public transit.
<p>Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.</p>	<p>No Conflict. The Project would be located in a designated HQTAs and TPAs. As discussed in Objective 3.2 above, the Project is served by multiple local and regional Metro bus lines, and the Greyhound Bus Terminal is located approximately 0.3 mile west of the Project Site on 7th Street. Thus, residents, workers, and visitors of the Project would be well-served by affordable, efficient, convenient, and attractive transit services, which would serve to reduce VMT.</p>
<p>Policy 4.8: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.</p>	<p>No Conflict. Section IV.I, Transportation, of this Draft EIR, includes Mitigation Measure TR-MM-1, which would require the implementation of a TDM Program to reduce peak hour vehicular traffic to and from the Project Site. The TDM Program would promote non-automobile travel and reduce the use of single-occupant vehicle trips with a comprehensive program of design features, transportation services, education programs, and incentive programs, which would be beneficial to traffic flow, transit service, pedestrian circulation, and overall mobility in the Project area.</p>
<p>Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.</p>	<p>No Conflict. The mix of residential, office, and retail/restaurant uses proposed by the Project, and the Project's proximity to neighborhood-serving commercial uses, jobs, and public transit would provide opportunities for people to live and work in the Project vicinity. As discussed above in Policy 2.3 of Mobility Plan 2035, the Project would encourage walking and enhance pedestrian activity on and around the Project Site by siting retail and restaurant uses on the ground level of both proposed buildings; providing an extensive paseo system that connects existing and proposed uses on the Project Site; and providing streetscape improvements. The Project would also support bicycling as a mode of transportation by providing 257 bicycle parking spaces. In addition, as discussed above in Policy 5.2 of Mobility Plan 2035, the Project would implement a TDM Program that would promote non-automobile travel and reduce the use of single-occupant vehicle trips. Therefore, the Project would support the reduction of VMT per capita.</p>
<p>Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.</p>	<p>No Conflict. While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the Project would comply with the City's EV charging requirement which specifies that 10 percent of new parking spaces would require EV charging equipment. In addition, 30 percent of all new parking spaces would be required to be EV "ready" which will be capable of supporting future EV charging equipment.</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of Mobility Plan 2035

Goal/Objective/Policy	Would the Project Conflict?
<p>Policy 5.5: Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways.</p>	<p>No Conflict. As discussed in the Initial Study prepared for the Project in Appendix A, of this Draft EIR, the Project would implement a Stormwater Pollution Prevention Plan (SWPPP) as required under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit (Order No. 2009-0009-DWQ, as well as subsequent amendments 2010-0014-DWQ and 2012-0006-DWQ). The Project would implement best management practices (BMPs), including erosion control, sediment control, non-stormwater management, and materials management measures, to minimize the discharge of pollutants in stormwater runoff. In addition, during operation, the Project would implement either a capture and use system, or biofiltration planters for managing stormwater runoff in accordance with the current City of Los Angeles Low Impact Development (LID) Ordinance requirements. Thus, the Project would implement capture and reuse to meet City requirements and reduce runoff from entering the stormwater system.</p>
<hr/> <p><i>Source: Eyestone Environmental, 2020.</i></p>	

Table 3
Applicable Objectives and Policies of the Housing Element

Policy	Would the Project Conflict?
<p>Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.</p>	<p>No Conflict. The Project would reduce VMT and the accompanying air quality emissions by providing new residential and commercial uses near transit. The Project would also Project incorporate environmentally sustainable design features, including, but not be limited to, WaterSense-labeled plumbing fixtures and weather-based controller and drip irrigation systems to promote a reduction of indoor and outdoor water use; Energy Star-labeled appliances; and water-efficient landscape design.</p>
<p>Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.</p>	<p>No Conflict. As discussed in Section II, Project Description, of this Draft EIR, the Project would incorporate environmentally sustainable design features, including, but not be limited to, WaterSense-labeled plumbing fixtures and weather-based controller and drip irrigation systems to promote a reduction of indoor and outdoor water use; Energy Star-labeled appliances; and water-efficient landscape design. In addition, as discussed in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project would incorporate sustainability features listed in Project Design Feature GHG-PDF-1.</p>
<p>Policy 2.3.2: Promote and facilitate reduction of water consumption in new and existing housing.</p>	<p>No Conflict. As discussed in Section IV.K.1, Utilities and Service Systems—Water Supply, the Project would be required to demonstrate a 20-percent reduction in potable water use to comply with the City of Los Angeles Green Building Code. The Project would incorporate environmentally sustainable design features, including, but not be limited to, WaterSense-labeled plumbing fixtures and weather-based controller and drip irrigation systems to promote a reduction of indoor and outdoor water use; Energy Star-labeled appliances; and water-efficient landscape design to reduce water consumption on the Project Site.</p>
<p>Policy 2.3.3: Promote and facilitate reduction of energy consumption in new and existing housing.</p>	<p>No Conflict. As discussed in Section IV.C, Energy, of this Draft EIR, the Project would implement project design features that would improve energy efficiency and reduce energy consumption in the proposed buildings. The Project would incorporate sustainability features listed in Project Design Feature GHG-PDF-1 in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, to reduce energy consumption on the Project Site.</p>
<p>Policy 2.3.4: Promote and facilitate reduction of waste in construction and building operations.</p>	<p>No Conflict. As discussed in the Initial Study, provided in Appendix A of this Draft EIR, pursuant to the requirements of SB 1374, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. During operation, the Project would provide adequate storage areas on the ground floor in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171687), which requires that development projects include an on-site recycling area or</p>

Table 3 (Continued)
Applicable Objectives and Policies of the Housing Element

Policy	Would the Project Conflict?
	room of specified size. The Project would also comply with AB 939, AB 341, AB 1826, and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling.
<hr/> <i>Source: Eyestone Environmental, 2020.</i>	

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

Objective/Policy	Would the Project Conflict?
Residential	
Policy 1-1.1: Designate specific lands to provide for adequate multi-family residential development.	No Conflict. The Project would develop 347 new live/work unit in various configurations, thereby supporting the City's need to provide new housing to meet the housing needs of the existing and projected population. As such, the Project would not conflict with this objective
Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.	No Conflict. The Project would construct up to 347 new live/work units on a Project Site at the southern edge of the Arts District, which is experiencing a significant amount of residential and commercial redevelopment. The immediate Project vicinity is currently developed with a mix of light industrial, office, residential, retail, and restaurant uses. The Project would also retain and develop new on-site office and retail/restaurant uses. The ground level commercial uses, landscaping and streetscape improvements, as well as the extensive paseo system that runs through the Project Site and connects to East 7th Place, Violet Street, and the abutting alley would promote walkability in the vicinity of the Project Site. In addition, the Project would provide 257 bicycle parking spaces on the Project Site. Furthermore, the Project is served by multiple local and regional Metro bus lines, and the Greyhound Bus Terminal is located approximately 0.3 mile west of the Project Site on 7th Street. Thus, the Project would provide residents with a range of housing opportunities, locate new housing in a manner which reduces vehicle trips and makes it accessible to services and facilities.
Policy 1-3.2: Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are permitted.	No Conflict. Refer to the discussion for Policy 1-1.2, above, regarding compatibility with neighborhood character and identity. With regard to compatibility of land uses, the Project Site is surrounded by a mix of industrial, commercial, and residential uses. The proposed live/work units, commercial, and office uses would be consistent with the uses surrounding the Project Site. In addition, as discussed in Section IV.G.1, Public Services—Fire Protection; Section IV.G.2, Public Services—Police Protection; Section IV.G.3, Schools; Section IV.G.4, Public Services—Parks and Recreation; Section IV.G.5, Public Services—Libraries; Section IV.J.1, Water Supply and Infrastructure; Section IV.J.2, Utilities and Service Systems—Wastewater; and Section IV.J.3, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR; and the Initial Study included in Appendix A of this Draft EIR, agencies providing public services and utilities to the Project Site would have capacity to serve the Project. As evaluated in Section IV.I, Transportation, of this Draft EIR, while the Project would include mitigation to reduce the Project's significant transportation impacts, such impacts would be significant and unavoidable.

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

<p>Policy 1-4.2: Ensure that new housing opportunities minimize displacement of the existing residents.</p>	<p>No Conflict. As evaluated in the Initial Study, which is included as Appendix A of this Draft EIR, the Project would result in the removal of four live/work units. However, the Project would provide for 347 new live/work units and retain 6 six existing live/work units. Thus, Project would not displace a substantial number of existing housing units or residents.</p>
<p>Commercial</p>	
<p>Policy 2-2.2: New development needs to add to and enhance the existing pedestrian street activity.</p>	<p>No Conflict. The Project would enhance pedestrian activity along East 7th Place and Violet Street by locating commercial uses and storefronts at the ground level, with extensive window walls to increase transparency and create a more welcoming pedestrian environment. New landscaping would be installed around the Project Site and street trees and landscaped planters would be installed along Violet Street. The Project would also provide pedestrian connections from the East 7th Place and Violet Street to the extensive paseo system within the Project Site that would feature a variety of pedestrian amenities. In addition, the Project Site's proximity to a various of public transit options and to nearby commercial and offices uses would promote walkability.</p>
<p>Industrial</p>	
<p>Goal 3: Sufficient land for a variety of industrial uses with maximum employment opportunities which are safe for the environment and the work force and which have minimal adverse impact on adjacent uses.</p> <p>Objective 3-1: To provide for existing and future industrial uses which contribute job opportunities for residents and which minimize environmental and visual impacts to the community.</p> <p>Policy 3-1.1: Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses which provide employment opportunities.</p>	<p>No Conflict. This is an economic development policy that was not specifically adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the following is for informational purposes only. The Project Site currently developed primarily with live/work, office and commercial uses, and the 2,109 square feet of existing warehouse uses would be retained. Therefore, the Project would not displace any industrial uses. Moreover, the Project Site represents only approximately 0.2 percent of the industrially zoned land in the Central City North Community Plan area. Therefore, adequate land would remain for emerging industrial sector. In addition, the Project's creative office space would be designed to accommodate and would support the emerging media and entertainment industry in the area, as evidence by Warner Music's recent relocation to 7th Street and Santa Fe. Further, the site is currently underutilized (the FAR of the existing buildings is approximately .66 to 1, which is less than 45 percent of the 1.5 to 1 FAR permitted under the current zoning), and the Project would result in 961 new jobs on-site and would generate substantial ongoing revenues to the City in the form of sales and business license taxes. This meets the intent of this policy.</p>
<p>Objective 3-2: Encourage the continued development and maintenance of the artists-in-residence community in industrial areas of the proposed redevelopment plan areas and of the</p>	<p>No Conflict. This is an economic development policy that was not specifically adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the following is for informational purposes only. The Project would support the existing artist-in-residence community by including a 926-</p>

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

<p>plan, as appropriate.</p> <p>Policy 3-2.1: Support the existing artists-in-residence in Central City North as a cultural resource for the community.</p>	<p>square-foot community room that residents could use for art production, as well as work space in the live/work units that could be used for art production.</p>
<p>Policy 3-3.1 The numerous large rail yards and other industrially planned parcels located in predominantly industrial areas should be protected from development by other uses which do not support the industrial base of the City and the community.</p>	<p>No Conflict. This is an economic development policy that was not specifically adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the following is for informational purposes only. The Project would not affect any large rail yards, including the one to the east of the Project Site. Moreover, the Project Site currently developed primarily with live/work, office and commercial uses, and the 2,109 square feet of existing warehouse uses would be retained. Therefore, the Project would not displace any industrial uses. Further, the Project Site represents only approximately 0.2 percent of the industrially zoned land in the Central City North Community Plan area. Therefore, adequate land would remain for emerging industrial sector. In addition, the Project's creative office space would be designed to accommodate and would support the emerging media and entertainment industry in the area, as evidenced by Warner Music's recent relocation to 7th Street and Santa Fe. Further, the site is currently underutilized (the FAR of the existing buildings is approximately .66 to 1, which is less than 45 percent of the 1.5 to 1 FAR permitted under the current zoning), and the Project would result in 961 new jobs on-site and would generate substantial ongoing revenues to the City in the form of sales and business license taxes. This meets the intent of this policy.</p>
<p>Police Protection</p>	
<p>Policy 8-2.2: Insure that landscaping around buildings be placed so as not to impede visibility.</p>	<p>No Conflict. To facilitate police response in the event of an emergency, the Project would be designed with landscaping that would not impede visibility.</p>
<p>Policy 8-2.3: Insure adequate lighting around residential, commercial, and industrial buildings in order to improve security.</p>	<p>No Conflict. As described in Section II, Project Description, of this Draft EIR, Project lighting would include low-level exterior lighting on the buildings and along pathways for security and wayfinding purposes. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties. As such, the Project would include adequate lighting to improve security within the Project Site.</p>
<p>Policy 8-2.4: Insure that recreational facilities in multiple family residential complexes are designed to provide adequate visibility</p>	<p>No Conflict. The proposed recreational facilities would be designed to ensure adequate visibility. In addition, as set forth in Section IV.G.2, Public Services—Police Protection, of this Draft EIR, the Project would include a closed circuit</p>

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

security.	camera system.
Fire Protection	
Policy 9-1.1: Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.	No Conflict. As provided in Section IV.G.1, Public Services—Fire Protection, of this Draft EIR, the Los Angeles Fire Department (LAFD) was consulted during preparation of this Draft EIR. In addition, compliance with applicable Building and Fire Code requirements would be confirmed as part of LAFD’s fire/life safety plan review and fire/life safety inspection, as set forth in LAMC Section 57.118, prior to the issuance of a building permit.
Transportation	
Goal 12: Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.	No Conflict. The Project would construct a new mixed-use development in an area well-served by public transit. The Project would also provide 257 bicycle parking spaces within the Project Site to serve the proposed uses. In addition, the Project would encourage walking and enhance pedestrian activity on and around the Project Site by siting retail/restaurant uses on the ground level of both buildings, providing a pedestrian paseo with connections to East 7th Place and Violet Street, and providing landscaping and streetscape improvements. Furthermore, the Project would implement a TDM Program to promote non-automobile travel and reduce the use of single-occupant vehicle trips. As such, the Project would encourage the use of alternative modes of transportation to reduce vehicular trips.
Objective 12-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips	No Conflict. See analysis for Goal 12 above.
Policy 12-1.1: Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles, and walking, etc.).	No Conflict. As detailed in Section IV.I, Transportation, of this Draft EIR, the Project would implement a TDM Program to promote non-auto travel and reduce the use of single-occupant vehicle trips, including design features, transportation services, education programs, and incentive programs.
Policy 12-1.3: Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.	No Conflict. See analysis for Policy 12-1.1 above.
Non-Motorized Transportation	
Policy 13.1.4: Encourage the provision of changing rooms, showers, and bicycle storage at new and existing and non-residential developments and public places.	No Conflict. The Project would provide code required 257 bicycle parking spaces on the Project Site.
Historic and Cultural Resources	
Objective 17-1: Ensure that the Community’s historically significant resources are protected,	No Conflict. As discussed in Section IV.B, Cultural Resources, of this Draft EIR, Building C, previously

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

<p>preserved, and/or enhanced.</p>	<p>identified by SurveyLA as a historic resource is located on-site. However, as evaluated therein, the Project would not result in direct impacts to this historic resource. In addition, the Project would not result in indirect impacts on nearby historic resources.</p>
<p>Source: <i>Eyestone Environmental, 2020.</i></p>	

Table 5
Applicable Goals of the Central Industrial Redevelopment Plan

Goals	Would the Project Conflict?
<p>12. Accessible businesses, residences, and other land uses via public and semi-public transportation that is affordable to employees, residences, and visitors to promote jobs, businesses, and housing opportunities.</p>	<p>No Conflict. The Project would develop residential, office, and retail/restaurant uses within a designated HQTAs and TPA. Multiple local and regional bus lines providing connections to Downtown subway stations, including Pershing Square and 7th Street/Metro Center, operate in the vicinity of the Project Site. The closest bus stop to the Project Site is the stop for Metro Local Line 60 at the corner of South Santa Fe Avenue and Violet Street. Other nearby bus lines include Metro Local Line 18, , and Metro Local Line 62,. Additionally, the Greyhound Bus Terminal is located approximately 0.3 mile west of the Project Site on 7th Street, which provides inter-city bus service to various locations outside of the Los Angeles.</p>
<p>14. Sustainable development that utilizes precepts of energy efficiency, renewable energy, water resource conservation and reuse, and waste/urban runoff management, among other techniques of sustainability.</p>	<p>No Conflict. As discussed in Section IV.C, Energy, of this Draft EIR, the Project would implement project design features that would improve energy efficiency and reduce energy consumption in the proposed buildings. The Project would incorporate sustainability features listed in Project Design Feature GHG-PDF-1 in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, to reduce energy consumption on the Project Site. In addition, as discussed in Section II, Project Description, of this Draft EIR, the Project would incorporate environmentally sustainable design features, including, but not be limited to, WaterSense-labeled plumbing fixtures and weather-based controller and drip irrigation systems to promote a reduction of indoor and outdoor water use; Energy Star-labeled appliances; and water-efficient landscape design.</p>
<p>16. Open space, parks, and cultural, recreational, and educational facilities for the enjoyment of employees, residents, and visitors.</p>	<p>No Conflict. The Project would include a variety of open space and recreational amenities for residents and visitors. On the ground floor, the Project would provide a publicly accessible pedestrian paseo system with art exhibition spaces, landscaped planters, and various gathering and seating areas. Other open space and recreational amenities would include residential indoor common amenity spaces on Level 9 of the residential tower and on Level 8 of the office building, and outdoor amenities for both residents and office tenants on Levels 4 and 8 of the office building. The outdoor amenities on Level 4 of the office building would be comprised of seating areas, an outdoor kitchen, and a fire pit, and Level 8 of the office building would include a swimming pool, lounge areas with fire pits and BBQs, and a variety of other landscaped and programmed open spaces. In addition, private residential balconies would be dispersed throughout the residential tower. Overall, the Project would provide approximately 71,719 square feet of open</p>

Table 5 (Continued)
Applicable Goals of the Central Industrial Redevelopment Plan

Goals	Would the Project Conflict?
	space, which exceeds the open space requirements set forth by LAMC Section 12.21 G.
<p>_____</p> <p><i>Source: Eyestone Environmental, 2020.</i></p>	

Table 6
Applicable Goals and Principles of SCAG’s 2016–2040 RTP/SCS

Goals and Principles	Would the Project Conflict?
<p>Goal 2: Maximize mobility and accessibility for all people and goods in the region.</p> <p>Goal 5: Maximize the productivity of our transportation system.</p>	<p>No Conflict. Although this goal applies at a regional level, the Project would be developed in an existing urbanized area in close proximity to transit. The Project Site is currently served by multiple local and regional Metro bus lines, and the Greyhound Bus Terminal is located approximately 0.3 mile west of the Project Site on 7th Street. In addition, the Project would provide 257 long-term and short-term bicycle parking spaces for residents, employees, and visitors. The availability and accessibility of public transit in the Project area is documented by the Project Site’s location within a designated SCAG HQTAs. In summary, the Project would maximize mobility, accessibility, and overall productivity of our transportation system by providing opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking, which would reduce VMT.</p>
<p>Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g. bicycling and walking).</p>	<p>No Conflict. Refer to the discussion under “Maximize mobility and accessibility for all people and goods in the region,” above. As discussed in Section IV.I, Transportation, of this Draft EIR, the Project would implement a TDM Program to reduce peak hour vehicular traffic to and from the Project Site. The TDM Program would promote non-automobile travel and reduce the use of single-occupant vehicle trips with a comprehensive program of design features, transportation services, education programs, and incentive programs. The Project would also provide 257 bicycle parking spaces within the Project Site to encourage biking. In addition, the Project would encourage walking and enhance pedestrian activity on and around the Project Site by siting retail/restaurant uses on the ground level of both buildings, providing a pedestrian paseo with connections to East 7th Place and Violet Street, and providing landscaping and streetscape improvements.</p>
<p>Goal 7: Actively encourage and create incentives for energy efficiency, where possible.</p>	<p>No Conflict. Although this is a countywide goal, the Project would conform to the intent of the goal by including efficiency measures described below. As discussed in Section II, Project Description, of this Draft EIR, the Project has been designed and would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen. These standards would reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The sustainability features to be incorporated into the Project would include, but would not be limited to WaterSense-labeled plumbing fixtures and weather-based controller and drip irrigation systems to</p>

Table 6 (Continued)
Applicable Goals and Principles of SCAG's 2016–2040 RTP/SCS

Goals and Principles	Would the Project Conflict?
	promote a reduction of indoor and outdoor water use; Energy Star-labeled appliances; and water-efficient landscape design.
<p>Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.</p>	<p>No Conflict. The Project would construct a new mixed-use development in an area well-served by public transit. The Project would also provide 257 bicycle parking spaces within the Project Site to serve the proposed uses. In addition, the Project would encourage walking and enhance pedestrian activity on and around the Project Site by siting retail/restaurant uses on the ground level of both buildings, providing an extensive pedestrian paseo system with connections to East 7th Place and Violet Street, and providing landscaping and streetscape improvements. As such, the Project would provide opportunities for the use of alternative modes of transportation, thereby encouraging the use of transit and active transportation.</p>
<p>Source: Eyestone Environmental, 2020.</p>	