

# **Appendix N**

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## Land Use Tables

# Appendix N

## Land Use and Planning Section Tables

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

Objective/Policy	Would the Project Conflict?
<b>Land Use Chapter</b>	
<p><b>Objective 3.1:</b> Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.</p>	<p><b>No Conflict.</b> The Project proposes a diversity of uses to support the needs of existing and future residents, including the development of a new 19-story, 153-unit residential building and the rehabilitation of the existing church uses. The Project would provide both market-rate and affordable housing, thus offering a range of housing opportunities by type and cost, which would be accessible to residents of different economic means.</p>
<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.H, Public Services and Section IV.K, Utilities and Service Systems, of this Draft EIR, and the Initial Study included in Appendix A to this Draft EIR, the Project would not require the construction of new public services facilities, the construction of which would cause significant environmental impacts. In addition, the existing utility infrastructure near the Project Site would have capacity to serve the Project. Therefore, there would be sufficient public infrastructure and services to support the Project and it would not conflict with this policy.</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> The Project would provide 16,800 square feet of new open space per LAMC requirements, consisting of 9,200 square feet of common open space and 7,600 square feet of private open space. Specifically, Level 4 of the proposed residential building includes a 676-square-foot indoor fitness room and 1,266-square-foot recreation room, a 5,242-square-foot outdoor recreation deck and a 2,016-square-foot pool deck. Outdoor open space amenities also include barbecue stations, a spa, pool, firepit areas, built-in banquet seating, and informal seating. Private open space amenities include four patios for the ground floor residences and 144 balconies throughout the residences on all other levels of the residential building. Therefore, the Project would not conflict with this policy.</p>

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

Objective/Policy	Would the Project Conflict?
<p><b>Policy 3.1.9:</b> 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><b>No Conflict.</b> Pursuant to the California Environmental Quality Act (CEQA), the City and the Applicant have engaged with the community throughout the planning and environmental review process. In accordance with CEQA Section 15082, a Notice of Preparation (NOP) of a Draft EIR was circulated on August 9, 2019, to provide the public, nearby residents and property owners, responsible agencies, and other interested parties with information regarding the Project and its potential environmental effects, along with a 30-day period (August 9–September 9, 2019) to comment on the Project. A public scoping meeting was held on August 22, 2019, at an accessible location to provide information regarding the Project and the environmental review process and to receive written public comments regarding the scope and content of the environmental analysis. Public comments on the Draft EIR will also be received and a public hearing will be scheduled after the completion of the Final EIR. Therefore, the Project would not conflict with this policy.</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 proposes the redevelopment of the Project Site to include a new multi-family residential building and update the existing church uses. The Project Site's location, which is identified as a City-designated TPA and SCAG-designated High Quality Transit Area (HQTA), would facilitate a reduction of vehicle trips, vehicle miles traveled (VMT), as well as a reduction in air pollution and promotion of an improved quality of life. Specifically, the Project Site is located in a transit-rich neighborhood serviced by the Los Angeles County Metropolitan Transit Authority (Metro), the City of Los Angeles Department of Transportation (LADOT), the City of West Hollywood (CityLine), and the Antelope Valley Transit Authority (AVTA). The Project Site's proximity to transit would reduce VMT and associated air pollution. In addition, the Project Site's proximity to a variety of commercial uses and services would allow residents of the Project Site to walk to nearby destinations to meet their shopping needs, thereby reducing vehicle miles traveled and improving air quality. Therefore, the Project would not conflict with this objective.</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> As previously discussed, the Project Site is near retail, restaurants, and shopping centers. The accessibility to these uses would facilitate pedestrian and bicycle activity. Additionally, to encourage and emphasize bicycle use, the Project includes a total of 124 bicycle parking spaces, which would reduce vehicle trips and VMT. All long-term bicycle parking spaces would be secure and comply with the City's bicycle parking regulations. Short-term bicycle parking spaces would be located outside the building on the Burton Way frontage.</p>

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

Objective/Policy	Would the Project Conflict?
	Therefore, the Project would not conflict with this policy.
<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> The Project would develop 153 multi-family residential units. Per the Southern California Association of Governments (SCAG ), the population growth in the City of Los Angeles Subregion is projected to increase to approximately 4,172,886 persons by 2024 (Project buildout year). Based on a household size factor of 2.41 persons per household,<sup>a</sup> the Project could accommodate approximately 369 residents, which would provide housing to 0.27-percent of the population growth forecasted. As described in the consistency analysis for Policy 3.1.2 and Objective 3.2, the proposed residential uses would be located in an area well served by transit and with adequate public services and utility infrastructure to serve the Project. Therefore, the Project would not conflict with this objective.</p>
<p><b>Objective 3.4:</b> Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.</p>	<p><b>No Conflict.</b> The Project includes the development of a new 19-story, 153-unit multi-family residential building and the rehabilitation of the existing church uses within a transit-priority area (TPA) along San Vicente Boulevard. The Project would be compatible with the surrounding area, which is developed with a mix of commercial and multi-family residential uses. The Project would be a continuation of the existing mostly multi-family residential uses bounding the Project Site and in the surrounding area. Therefore, the Project would conserve the existing neighborhood and would not conflict with this objective.</p>
<p><b>Objective 3.7:</b> Provide for the stability and enhancement of multi-family residential 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.</p>	<p><b>No Conflict.</b> The Project includes the development of a new 19-story, 153-unit multi-family residential building and the rehabilitation of the existing church uses. The Project would be a continuation of the existing mostly multi-family residential uses bounding the Project Site and in the surrounding area. Therefore, the Project would provide for the stability of the existing multi-family residential neighborhood and the residents' quality of life would be maintained or improved. The Project is located on an urban infill site and would redevelop portions of a surface parking lot, which would not displace any existing residential neighborhoods. As described in the consistency analysis for Policy 3.1.2 and Objective 3.2, the proposed residential uses would be located in an area well served by transit and with adequate public services and utility infrastructure to serve the Project. There is sufficient public infrastructure and services to serve the Project. Therefore, the Project would not conflict with this objective.</p>

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

Objective/Policy	Would the Project Conflict?
<p><b>Policy 3.7.1:</b> Accommodate the development of multi-family residential units in areas designated in the community plans.</p>	<p><b>No Conflict.</b> The Project Site is designated as High Medium Residential and zoned [Q]R4-1-O (Multiple Dwelling, Height District 1, Oil Drilling). The R4 designation indicates that the Project is located within a Multiple Dwelling Zone, which permits a wide variety of uses, including the following: residential uses; churches; child care facilities or nursery schools; hotels, motels, and apartment hotels; fraternity or sorority houses and dormitories; schools or educational institutions; museums or libraries; accessory uses and home occupations; and retirement hotels. The Project would introduce new multi-family residential units to the Project Site, which is a permitted use. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 3.8.4:</b> Enhance pedestrian activity by the design and siting of structures.</p>	<p><b>No Conflict.</b> As part of the Project, existing access via two driveways along Burton Avenue would be removed. All vehicular access to the Project Site would be provided by a driveway along the publicly-accessible alley that abuts the Project Site to the north. This would include vehicular access to the five-level subterranean parking structure, and access for freight vehicles into the loading area. In addition, there would be passenger drop-off areas on Burton Way. Reducing the number of driveways on-site would result in fewer interactions between vehicles and pedestrians, thereby enhancing pedestrian activity along surrounding sidewalks. Thus, the Project would not conflict with this policy.</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 residents.</p>	<p><b>No Conflict.</b> The Project includes the development of a 19-story, 153-unit multi-family residential building located within an urbanized area developed with a mix of commercial and residential uses. The Project's close proximity to nearby retail, restaurants, shopping centers, and transit stops would facilitate pedestrian activities and reduce the need for vehicular trips. The Project would incorporate open space and recreational amenities throughout the residential building. Recreational amenities available within the building would include a fitness room, recreation room, outdoor recreation deck, and a pool deck. Outdoor open space amenities include barbecue stations, a spa, pool, firepit areas, built in banquet seating, and informal seating. Four patios for the ground floor residences and 144 balconies throughout the residences on all other levels of the residential building would also be included. Therefore, the Project would not conflict with this policy.</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</p>	<p><b>No Conflict.</b> With regard to providing for the stability and enhancement of multi-family residential, mixed-use, and/or commercial areas of the City, refer to the consistency analysis for Objective 3.7. With regards to directing</p>

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

Objective/Policy	Would the Project Conflict?
sufficient public infrastructure and services exist.	growth to areas where sufficient public infrastructure and services exist, see the consistency analysis for Objective 3.2 above. Based on those consistency analyses, the Project would not conflict with this objective.
<b>Housing Chapter</b>	
<b>Policy 4.1.6:</b> Create incentives and give priorities in permit processing for low- and very-low income housing developments throughout the City.	<b>No Conflict.</b> The Project would include 153 multi-family housing units, including studio, 1-bedroom, 2-bedroom, apartments, as well as 17 units designated as restricted affordable housing units. Thus, the project applicant is eligible to select three development "incentives" pursuant to LAMC Section 12.22A.25. As discussed in Section II, Project Description, of this Draft EIR, the requested entitlements for the Project include a Density Bonus. Accordingly, the Project is aligned with this City policy to incentivize projects that include affordable housing opportunities.
<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.	<b>No Conflict.</b> The Project would provide much needed multi-family housing in a TPA and HQTA, located along a major transportation corridor (San Vicente Boulevard). As previously discussed under Objective 3.2 above, the Project Site is well-served by public transportation, including Metro, LADOT, West Hollywood CityLine, and AVTA. As discussed in the Initial Study prepared for the Project included in Appendix A to this Draft EIR, the Project would incorporate variations in building planes and other architectural features to reduce the effect of massing and provide a pedestrian scale adjacent to public streets. Overall, the Project does not conflict with this objective.
<b>Objective 4.2.1:</b> Offer incentives to include housing for very low- and low-income households in mixed-use developments.	<b>No Conflict.</b> Refer to the consistency analysis for Policy 4.1.6 above. The Project is aligned with the city objective to incentivize creation of affordable housing units in a mixed-use development.
<b>Urban Form and Neighborhood Design Chapter</b>	
<b>Objective 5.2:</b> Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.	<b>No Conflict.</b> As discussed previously in Objective 3.2, the Project Site is located in an area that is well served by public transit agencies, including Metro, LADOT, West Hollywood CityLine, and AVTA. The Project is located within close proximity to the Beverly Center, a commercial shopping center serving the surrounding community. Therefore, the Project does not conflict with this objective.
<b>Objective 5.5:</b> Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	<b>No Conflict</b> The Project includes the development of a 19-story, 153-unit multi-family residential building located within an urbanized area developed with a mix of commercial and residential uses. The Project's close proximity to nearby retail, restaurants, shopping centers, and transit stops would facilitate pedestrian activities, improve the quality of the public realm, and reduce the

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

Objective/Policy	Would the Project Conflict?
	need for vehicular trips. The Project would incorporate open space and recreational amenities throughout the residential building. As part of the Project, existing access via two driveways along Burton Avenue would be removed. All vehicular access to the Project Site would be provided by a driveway along the publicly-accessible alley that abuts the Project Site to the north. This would include vehicular access to the five-level subterranean parking structure, and access for freight vehicles into the loading area. In addition, there would be passenger drop-off areas on Burton Way. Reducing the number of driveways on-site would result in fewer interactions between vehicles and pedestrians, thereby enhancing pedestrian activity along surrounding sidewalks. The Project also redevelops a surface parking lot with a new mixed-use project that would improve the quality of the public realm. Therefore, the Project would not conflict with this policy.
<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 promote individual and community safety. Specifically, the Project would include low-level exterior lights on buildings and along pathways for security and wayfinding purposes. By implementing these design strategies, the Project would help increase personal safety. The Project would not conflict with this objective.
<b>Open Space and Conservation Chapter</b>	
<b>Objective 6.3:</b> Ensure that open space is managed to minimize environment risks to the public.	<b>No Conflict.</b> The Project would include a total of 16,800 square feet of open space in accordance with LAMC requirements. The open space amenities would be available to residents and employees, and therefore would be privately managed. Open space would also be adequately lit and would include the same security features as the rest of the Project. Additionally, the Project would comply with the City's requirements in LAMC Section 12.33 through the payment of in-lieu park fees and/or dedication of park land. Therefore, the Project's open space would not cause environmental risks to the public and would not conflict with this objective .
<b>Policy 6.4.8:</b> 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>No Conflict.</b> Refer to Policy 3.1.3 above. As discussed therein, the Project would include 16,800 square feet of open space, meeting LAMC requirements.
<b>Economic Development Chapter</b>	
<b>Policy 7.6.1:</b> Encourage the inclusion of community-serving uses (post offices, senior community centers, daycare providers, personal services, etc.) at the community and	<b>No Conflict.</b> Following completion of the Project, Our Lady of Mt. Lebanon would resume its current mass schedule and operation of the church offices, and resume holding periodic meetings in the ancillary church building.

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

Objective/Policy	Would the Project Conflict?
regional centers, in transit stations, and along the mixed-use corridors.	These activities are expected to continue at the same times and frequency as they currently do. In addition, the church would continue to hold 25-30 events each year, including weddings, funerals, fundraisers, and other church events. These events would primarily take place in the social hall, which would have a capacity of approximately 475 people. Therefore, the church would continue to be a resource for the surrounding community, and the Project would not conflict with this policy.
<b>Objective 7.9:</b> Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City’s work force to both live and work in the City.	<b>No Conflict.</b> The Project would include 153 multi-family housing units made up of studio, 1-bedroom, 2-bedroom, apartments, as well as 17 units designated as restricted affordable housing units. The Project would be located within an area that is designated as a TPA and HQT. Specifically, public transit service in the vicinity of the Project Site is currently provided by numerous local and regional bus lines as discussed above in Objective 3.2. Therefore, the Project would provide for a range of housing types in an area well served by public transportation. Thus, the Project would not conflict with this objective and policy.
<b>Policy 7.9.2:</b> Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.	<b>No Conflict.</b> Refer to the consistency analysis for Objective 7.9. In addition, the residential portion of the Project is interspersed with other multi-family developments and located in a designated TPA and HQT, thereby facilitating density along or near infrastructure corridors.
<b>Infrastructure and Public Services Chapter</b>	
<b>Goal 9A:</b> Adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.	<b>No Conflict.</b> While this is a citywide goal, as discussed in the Initial Study prepared for the Project, included in Appendix A to this Draft EIR, wastewater generated by the Project would be conveyed via the existing wastewater conveyance systems for treatment at the Hyperion Water Reclamation Plant, which has an available treatment capacity of approximately 175 million gallons per day. The Project is projected to generate a maximum wastewater flow of approximately 39,648 gallons per day upon completion. After accounting for the existing total Project Site wastewater generation, the Project would result in a net increase in maximum wastewater flows of approximately 36,124 gallons per day. The net increase in maximum wastewater flow of 36,124 gallons per day represents approximately 0.02 percent of the remaining available capacity of 175 million gallons per day at the Hyperion Water Reclamation Plant. Thus, the Project-generated wastewater would be accommodated, and the Project would not conflict with this goal.

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

Objective/Policy	Would the Project Conflict?
<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> As discussed in Initial Study prepared for the Project included in Appendix A to this Draft EIR, the Project would not substantially alter the Project Site drainage patterns in a manner that would result in substantial erosion, siltation, or flooding on- or off-site. As Project construction would disturb less than one acre of soil, the Project would not be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. However, the Project would be required to implement BMPs as part of the City's grading permit requirements. BMPs would include, but would not necessarily be limited to, erosion control, sediment control, non-stormwater management, and materials management BMPs (e.g., sandbags, storm drain inlets protection, stabilized construction entrance/exit, wind erosion control, and stockpile management) to minimize the discharge of pollutants in stormwater runoff during construction. Additionally, the Project does not include uses that handle or generate hazardous substances. As such, the Project would not conflict with this policy.</p>
<p><b>Goal 9B:</b> A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.</p>	<p><b>No Conflict.</b> Refer to Policy 9.3.1 above.</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 Policy 9.3.1 above.</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,K-1, Utilities and Service Systems - Water Supply and Infrastructure, of this Draft EIR, the Project would be within the Los Angeles Department of Water and Power's current and projected available water supplies for normal, single-dry, and multiple-dry years. As such, 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, relocation or construction of new or expanded water facilities would be required.</p>
<p><b>Goal 9F:</b> Adequate collection, transfer and disposal of mixed solid waste—the City shall seek to ensure that all mixed solid waste that cannot be reduced, recycled or composted is collected, transferred and disposed of in a</p>	<p><b>No Conflict.</b> The Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas in accordance with the City's Space Allocation Ordinance (Ordinance No. 171,687), which requires that</p>

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

Objective/Policy	Would the Project Conflict?
manner than minimizes adverse environmental impacts.	development projects include an on-site recycling area or room of specified size. Each residential floor will be equipped with a bifurcated trash chute (one for garbage, one for recycling) that empties directly into a centralized trash room on the ground floor. 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. Therefore, there would be adequate collection, transfer and disposal of mixed solid waste, this Project would not conflict with this goal.
<p><sup>a</sup> <i>The Initial Study prepared for the Project and included as Appendix A to this Draft EIR used a rate of 2.6 persons per unit based on a single year estimate from the American Community Survey. The Department of City Planning subsequently confirmed the 2.41 average was the factor to be used.</i></p> <p><i>Source: Eyestone Environmental, 2021.</i></p>	

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

Objective/Policy	Would the Project Conflict?
<p><b>Policy 1.1:</b> Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.</p>	<p><b>No Conflict.</b> As part of the Project, access via two driveways along Burton Avenue would be removed. All vehicular access to the Project Site would be provided by a driveway along the publicly accessible alley that abuts the Project Site to the north. This would include vehicular access to the five-level subterranean parking structure, and access for freight vehicles into the loading area. In addition, there would be passenger drop-off areas on Burton Way. Reducing the number of driveways on-site would result in fewer interactions between vehicles and pedestrians. Pedestrian access to the Project Site would be located along the perimeter of the Project Site. The Project would also provide pedestrian access to the proposed subterranean parking structure from the northwest and northeast corners of the Project Site, accessible from the alley, Holt Avenue, and San Vicente Boulevard. As such, the Project would not conflict with this policy.</p>
<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> A Construction Traffic Management Plan would be prepared and implemented as part of the Project to minimize potential construction impacts to the surrounding area related to construction trucks, worker trips, and any possible sidewalk and lane closures. The Construction Traffic Management Plan would include temporary traffic controls during all construction activities adjacent to public rights-of-way on public roadways to provide for safe passage for all modes of travel during construction. The Construction Traffic Management Plan would be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. In addition, a work site traffic control plan identifying the location of all temporary roadway lane and/or sidewalk closures needed during project construction would be submitted to LADOT. Thus, the Project would provide safe passage for all modes of travel during construction and would not conflict with this policy.</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> While this is a Citywide policy, the Project would support its implementation. Specifically, the Project would be designed to promote walkability on the Project Site and in the vicinity of the Project Site by providing numerous dedicated entry points for pedestrians. In particular, pedestrian access to the cathedral would be along both San Vicente Boulevard and Burton Way. Access to the ancillary church building would be through the church courtyard as well as church lobby on Burton Way. The residential building would be accessed through a residential lobby entrance along Burton Way. Primary pedestrian access to the proposed subterranean parking structure would be located at the northwest and northeast corners of the Project Site, accessible from the alley, Holt Avenue, and San Vicente Boulevard. The Project Site's close proximity to</p>

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

Objective/Policy	Would the Project Conflict?
	nearby retail, restaurants and shopping centers would also serve to activate the street and promote walkability. The Project Site's location within an area that is well-served by transit would further promote walking as a component of trips. As such, the Project would not conflict with this policy.
<b>Policy 2.6:</b> Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.	<b>No Conflict.</b> While this is a Citywide policy, the Project would support its implementation. Specifically, the Project is located in proximity to bicycle routes and would provide convenient access to multi-modal transportation opportunities for pedestrians and bicyclists. The Project would also include a total of 124 bicycle parking spaces. As such, the Project would not conflict with this policy.
<b>Policy 2.10:</b> Facilitate the provision of adequate on and off-street loading areas.	<b>No Conflict.</b> The Project would provide access for freight vehicles to the on-site loading area via the publicly accessible alley that abuts the Project Site to the north. The Project would also include passenger loading areas to the Project Site on Burton Way. As such, the Project would not conflict with this policy.
<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.	<b>No Conflict.</b> As discussed above in Policy 1.1, pedestrian access would be enhanced along the perimeter of the Project Site, specifically along Burton Way and San Vicente Boulevard. As also previously described, the Project is located in an area with existing commercial uses and well-served by public transit with a bus stop providing access to several transit lines located near the Project Site at Third Street and La Cienega Boulevard, Third Street and San Vicente Boulevard, and Third Street and Holt Avenue. The Project would also provide bicycle parking and adequate vehicular access throughout the surrounding streets. Thus, the Project would recognize and provides opportunities for the use of all modes of travel and would not conflict with this policy.
<b>Policy 3.2:</b> Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	<b>No Conflict.</b> The Project is designed to provide accessibility and accommodate the needs of people with disabilities as required by the Americans with Disabilities Act (ADA) by the City.
<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.	<b>No Conflict.</b> The Project Site's close proximity to surrounding commercial areas and transit would encourage pedestrian and bicycle activity, reducing vehicular trips. Therefore, the Project would be not conflict with this policy.
<b>Policy 3.4:</b> Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	<b>No Conflict.</b> While this is a Citywide policy, the Project would support its implementation. Public transit service in the vicinity of the Project Site is currently provided by numerous local and regional bus lines, as detailed in Objective 3.2 in Table 1 above. Thus, residents, workers, and visitors of the Project would be well-served by affordable, efficient,

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

Objective/Policy	Would the Project Conflict?
	convenient, and attractive transit services, which would promote transit use and a reduction in vehicle trips, and, as such, the Project would not conflict with this policy.
<b>Policy 3.8:</b> Provide bicyclists with convenient, secure and well-maintained bicycle facilities.	<b>No Conflict.</b> In accordance with the requirements of the LAMC, the Project would include 111 bicycle parking spaces for residents and 13 bicycle parking spaces for church users. Therefore, the Project would not conflict with this policy.
<b>Policy 3.9:</b> Discourage the vacation of public rights-of-way.	<b>No Conflict.</b> The Project would not vacate public rights-of-way.
<b>Policy 3.10:</b> Discourage the use of cul-de-sacs that do not provide access for active transportation options.	<b>No Conflict.</b> The Project does not include the development of a cul-de-sac.
<b>Policy 5.1:</b> Encourage the development of a sustainable transportation system that promotes environmental and public health.	<b>No Conflict.</b> The Project encourages the use of sustainable transportation. Specifically, the Project is located in proximity to a number of public transportation systems and bicycle routes which provide convenient access to multi-modal transportation opportunities for pedestrians and bicyclists. The Project Site's location in a transit-rich corridor and close proximity to employment, retail, restaurants, entertainment, and medical uses will promote the use of transit, bicycle, and pedestrian trips. To further encourage bicycle use, the Project would provide 124 bicycle parking spaces within the subterranean parking lot, including 111 residential bicycle parking spaces and 13 church bicycle parking spaces. Additionally, 20-percent of the provided vehicular parking spaces would be capable of supporting future electric vehicle supply equipment (EVSE), and five percent of the provided parking spaces will have electric vehicle (EV) charging stations to encourage the use of alternative fuel vehicles. Therefore, the Project would not conflict with this policy.
<b>Policy 5.2:</b> Support ways to reduce vehicle miles traveled (VMT) per capita.	<b>No Conflict.</b> Refer to Policies 1.1, 2.3, 2.6, and 3.1.
<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 large-scale goals relative to fuel sources, technologies and infrastructure, the Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are equipped with EV charging stations. Therefore, the Project would not conflict with this policy.
<b>Policy 5.5:</b> Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways [sic].	<b>No Conflict.</b> While this is a Citywide policy, as discussed in the Initial Study prepared for the Project and included as Appendix A to this Draft EIR, consistent with LID requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of capture and use and/or biofiltration system BMPs as established by the LID Manual.

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

Objective/Policy	Would the Project Conflict?
	The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. As such, the Project would not conflict with this policy.
<hr/> <i>Source: Eyestone Environmental, 2021.</i>	

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

Policy	Would the Project Conflict?
<p><b>Objective 1.1:</b> Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.</p>	<p><b>No Conflict.</b> The Project would develop up to 153 multi-family residential units, including 17 Very Low Income units. The range of housing opportunities by type and cost will be accessible to residents at a variety of income levels. The Project will include 13 studio apartments, 80 one-bedroom units, and 60 two-bedroom apartments. In addition, no housing would be displaced by the Project. As such, the Project would not conflict with this policy.</p>
<p><b>Policy 1.1.2:</b> Expand affordable rental housing for all income groups that need assistance.</p>	<p><b>No Conflict.</b> Refer to the consistency analysis for Objective 1.1. The Project would expand the affordable housing supply available in the City.</p>
<p><b>Policy 1.1.3:</b> Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city’s households.</p>	<p><b>No Conflict.</b> Refer to the consistency analysis for Objective 1.1. The Project involves the new construction of a range of market and affordable housing types that are both needed in the City’s housing demand.</p>
<p><b>Policy 1.1.4:</b> Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.</p>	<p><b>No Conflict.</b> The Project would provide 153 new housing opportunities within a TPA. As such, the Project would not conflict with this policy.</p>
<p><b>Objective 2.1:</b> Promote safety and health within neighborhoods.</p>	<p><b>No Conflict.</b> As discussed in Section IV.H.2, Public Services—Police Protection, of this Draft EIR, the Project would include numerous operational design features to enhance safety within, and immediately surrounding, the Project Site. This would include a closed circuit camera system and keycard entry for the residential building and the residential parking areas. In addition, the Project would provide lighting of buildings and walkways to provide for pedestrian safety and to clearly identify a secure route between parking areas and building entrances. The Project would also provide sufficient lighting of parking areas to maximize visibility and reduce areas of concealment. Furthermore, building entrances, spaces around buildings, and pedestrian walkways would be designed to be open and visible from surrounding sites. These measures would reduce the need for police protection services and their associated facilities. Thus, the Project would not conflict with this policy.</p>
<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> Refer to the consistency analysis for Objective 2.1.</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 residential building would provide mixed-income housing, providing both market rate and affordable housing at the “very low” income level, thus offering a range of housing opportunities by type and cost, which will be accessible to residents of different economic means. The Project Site would also include the cathedral and ancillary church building which would provide services to the</p>

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

Policy	Would the Project Conflict?
	community including mass, meetings, and a space for community events. The Project is located within an area filled with commercial and residential uses and is within an area well serviced by public transit, which is a designated TPA and HQTA. Thus, the Project would serve to promote a sustainable neighborhood that has a mix of compatible uses and services and would not conflict with this objective and corresponding policy.
<b>Policy 2.2.1:</b> Provide incentives to encourage the integration of housing with other compatible land uses.	<b>No Conflict.</b> Refer to the consistency analysis for Objective 2.2. In addition, the Project integrates housing, and uses associated with the redeveloped church facilities, which together complement and are compatible with other land uses surrounding the Project Site.
<b>Objective 2.3:</b> Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.	<b>No Conflict.</b> 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 and conserve 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 include, but would not be limited to the following: photovoltaic cells; recycled rainwater irrigation storage; greywater ready piping systems; sun shading devices; electric vehicle charging stations; material recycling stations; highly efficient HVAC systems; energy-efficient wall insulation and glazing units; 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. Thus, the Project would not conflict with this objective.
<b>Policy 2.3.2:</b> Promote and facilitate reduction of water consumption in new and existing housing.	<b>No Conflict.</b> As discussed in Section II, Project Description, of this Draft EIR, the Project would incorporate project design features to support water conservation. The sustainability features to be incorporated into the Project to reduce water consumption include recycled rainwater irrigation storage, WaterSense-labeled plumbing fixtures and weather-based controller and drip irrigation systems to promote a reduction of indoor and outdoor water use, and a water-efficient landscape design. Additionally, as discussed in Section IV.K.1, Utilities and Service Systems-Water Supply and Infrastructure, of this Draft EIR, the estimated water demand for the Project would not exceed the available capacity of the existing water distribution infrastructure that would serve the Project Site. Thus, the Project's operation-related impacts on water supply would be less than significant and the Project would not conflict with this policy.

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

Policy	Would the Project Conflict?
<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> As described in Section II, Project Description, of this Draft EIR, the Project would incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen, which would reduce energy consumption on the Project Site, including the residential uses. Some sustainability features to be incorporated include photovoltaic cells, electric vehicle charging stations, highly efficient HVAC systems, energy-efficient wall insulation and glazing units, and Energy Star labeled appliances. Overall, as evaluated in Section IV.D, Energy, of this Draft EIR, the Project would not result in the wasteful or inefficient use of energy, and impacts would be less than significant. As such, the Project would not conflict with this policy.</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 the Initial Study prepared for the Project included in Appendix A to this Draft EIR, pursuant to the requirements of Senate Bill (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. In addition, during operation, the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-site recycling area or room of specified size. The Project would also comply with Assembly Bill (AB) 939, AB 341, AB 1826, and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. Therefore, the Project would not conflict with this policy.</p>
<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 Initial Study prepared for the Project included in Appendix A to this Draft EIR, the Project would incorporate variations in building planes and other architectural features to reduce the effect of massing and provide a pedestrian scale adjacent to public streets. The residential building would provide mixed-income housing, providing both market rate and affordable housing at the “very low” income level, thus offering a range of housing opportunities by type and cost, which will be accessible to residents of different economic means. The Project Site would also include the cathedral and ancillary church building which would provide services to the community including mass, meetings, and a space for community events. The Project is located within an area filled with commercial and residential uses and is within an area well serviced by public transit, which is a designated TPA and HQT. Thus, the Project would serve to promote a sustainable neighborhood that has a mix of compatible uses and services and would not conflict with this objective and</p>

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

Policy	Would the Project Conflict?
	corresponding policy.
<b>Policy 2.4.1:</b> Promote preservation of neighborhood character in balance with facilitating new development.	<b>No Conflict.</b> Refer to the consistency analysis for Objective 2.4. In addition, the Project redevelops the church facilities while concurrently developing new market rate and affordable housing on the Project Site. Thus, the Project retains and improves the neighborhood character feature of having a religious use while also facilitating new development of needed residential units for the city.
<b>Policy 2.4.2:</b> Develop and implement design standards that promote quality residential development.	<b>No Conflict.</b> Refer to the consistency analysis for Objective 2.4. In addition, the Project incorporates design standards that enhance the Project Site by transforming a surface parking lot into an architecturally creative residential project and improved church facility, which are designed to function together as an overall improvement of the Project Site aligned with applicable design standards.
<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 green spaces.	<b>No Conflict.</b> The Project would provide a variety of open space and recreational areas within the residential building on the Project Site, including an outdoor recreation deck, four patios for ground floor residencies, and 144 balconies throughout the residences on all other levels of the residential building. The Project also includes a courtyard outside of the cathedral. In total, the Project would provide approximately 16,800 square feet of open space, which would meet the open space requirements set forth by the LAMC and would increase access to open space in the area surrounding the Project Site. Therefore, the Project would not conflict with this policy.
<b>Objective 2.5:</b> Promote a more equitable distribution of affordable housing opportunities throughout the City.	<b>No Conflict.</b> Refer to the consistency analysis for Objective 1.1. In addition, Project includes 17 units for Very Low Income households, on a Project Site that does not currently include residential uses, which increases the distribution and opportunity for affordable housing in the City.
<hr/> <p><i>Source: Eyestone Environmental, 2021.</i></p>	

**Table 4**  
**Applicable Goals, Objectives, and Policies of the Wilshire Community Plan**

Policy	Would the Project Conflict?
<b>Residential</b>	
<p><b>Goal 1:</b> Provide for a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire community.</p>	<p><b>No Conflict.</b> The Project would develop a high-quality residential environment consisting of 153 residential units, with 17 of the units being restricted for Very Low Income housing. The Project would include numerous operational design features to enhance safety within, and immediately surrounding, the Project Site. This would include a closed circuit camera system and keycard entry for the residential building and the residential parking areas. The Project would also provide lighting of building and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. Parking areas will also be provided lighting to maximize visibility and reduce areas of concealment. Furthermore, building entrances, spaces around buildings, and pedestrian walkways would be designed to be open and visible from surrounding sites. These measures would reduce the need for police protection services and their associated facilities. The Project would not conflict with this goal.</p>
<p><b>Objective 1-1:</b> Provide for the preservation of existing quality housing, and for the development of new housing to meet the disperse economic and physical needs of the existing residents and expected residents in the Wilshire Community Plan Area to the year 2010.</p>	<p><b>No Conflict.</b> The Project includes a new housing development offering 153 multi-family residential units, including 17 Very Low Income units, contributing to the City's need for market rate and affordable housing. The range of housing opportunities by type and cost will be accessible to residents at a variety of income levels. The development of the new residential building would not affect existing quality housing surrounding the Project Site. The Project would not conflict with this objective.</p>
<p><b>Policy 1-1.1:</b> Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life.</p>	<p><b>No Conflict.</b> The Project Site is designated as High Medium Residential and zoned [Q]R4-1-O (Multiple Dwelling, Height District 1, Oil Drilling). The R4 designation indicates that the Project is located within a Multiple Dwelling Zone, which permits a wide variety of uses, including the following: residential uses; churches; child care facilities or nursery schools; hotels, motels, and apartment hotels; fraternity or sorority houses and dormitories; schools or educational institutions; museums or libraries; accessory uses and home occupations; and retirement hotels. The Project would introduce new multi-family residential units to the Project Site, which is a permitted use. The Project would be a continuation of the existing mostly multi-family residential uses bounding the Project Site and in the surrounding area. The Project would not be incompatible as to scale and character or otherwise diminish quality of life. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 1-1.2:</b> Promote neighborhood preservation in all stable residential neighborhood</p>	<p><b>No Conflict.</b> Refer to the consistency analysis for Policy 1-1.1. In addition, the Project does not displace any residential uses or units and thereby promotes the preservation of stable residential uses in the surrounding</p>

**Table 4 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Wilshire Community Plan**

	neighborhood.
<b>Policy 1-1.3:</b> Provide for adequate Multiple Family residential development.	<b>No Conflict.</b> Refer to the consistency analysis for Objective 1-1. In addition, the Project would develop a new source of multi-family residential units on the Project Site. This adds to the housing stock available to the City and helps alleviate housing demand for market rate and affordable units.
<b>Objective 1-2:</b> Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.	<b>No Conflict.</b> The Project would consist of 153 multi-family residential units and religious uses within a highly urbanized area that is accessible to services and facilities. In addition, the Project Site is located within a designated TPA and HQTAs and is located within close proximity to a number of bus stops and would be well-served by public transportation, including Metro, LADOT, City of West Hollywood CityLine, and the Antelope Valley Transit Authority. The Project is also within close proximity to the upcoming Wilshire/Fairfax Purple Line Extension station. The LADOT DASH Fairfax route which stops near the Project Site will provide a direct route to the new Wilshire/Fairfax station. Vehicle trips would also be expected to be reduced due to the Project Site's proximity to commercial and retail uses, which are within walking and biking distance, or accessible via transit. Thus, the Project would not conflict with this objective and policy.
<b>Policy 1-2.1:</b> Encourage higher density residential uses near major public transportation centers.	<b>No Conflict.</b> Refer to the consistency analysis for Objective 1-2. The Project develops higher density uses in a TPA and HQTAs area, which encourages use of transit and other multi-modal transportation options.
<b>Objective 1-3:</b> Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.	<b>No Conflict.</b> The residential character in the vicinity includes numerous multi-family low and mid-rise structures, interspersed with commercial structures of varying heights. The Project would not displace any residential units and is consistent with the integrity and character of the surround urban multi-family residential neighborhood.
<b>Policy 1-3.1:</b> Promote architectural compatibility and landscaping for new Multiple Family residential development to protect the character and scale of existing residential neighborhoods.	<b>No Conflict.</b> The architectural character and scale of the Project is generally harmonious with the existing multifamily residential buildings in the vicinity, several of which are multi-story structures. The Project also integrates landscaping as required by the LAMC, which will beautify the Project Site and be consistent with other landscaped areas in the vicinity.
<b>Policy 1-3.2:</b> Support historic preservation goals in neighborhoods of architectural merit and/or historic significance.	<b>No Conflict.</b> As analyzed in Section IV.B, Cultural Resources, of this Draft EIR, the cathedral is eligible for local listing as a Los Angeles Historical-Cultural Monument (HCM). As part of the Project, the cathedral would be deconstructed, temporarily stored, reassembled, and rehabilitated. The cathedral's primary entrance, which contains almost all of the cathedral's exterior ornamentation, would be moved forward approximately 30 feet to the southeast corner of the Project Site, temporarily braced and protected on site until the cathedral is reassembled. The cathedral would have some modifications to the floor plan

**Table 4 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Wilshire Community Plan**

	during reassembly of the building in order to accommodate a more functional sanctuary and congregation seating area. These include ADA compliant aisles and access ramps, additional accessible restrooms, and an expanded crying room. Specifically, each of the side aisles flanking the nave would be widened by 18 inches, and secondary spaces at the north and south ends of the building (crying room, restrooms, confessional/confessor rooms, and sacristies) would be reconfigured. Overall, the cathedral would be preserved and enhanced in compliance with the Secretary of the Interior's Standards and it would not lose its eligibility as an HCM. Thus, the Project would not conflict with this policy.
<b>Recreation and Parks Facilities</b>	
<b>Goal 4:</b> Provide adequate recreation and park facilities which meet the needs of the residents in the Plan Area.	<b>No Conflict.</b> The residential component of the Project includes common and open space areas and recreational amenities to meet the needs of the residents of the Project Site. The Project includes approximately 16,800 square feet of open space, which includes 9,200 square feet of common open space and 7,600 square feet of private open space. The Project also includes a 676-square-foot indoor fitness room and 1,266-square-foot recreation room, a 5,242-square-foot outdoor recreation deck and a 2,016-square-foot pool deck. Outdoor open space amenities would also include barbecue stations, a spa, pool, firepit areas, built-in banquet seating, and informal seating. The residential building also includes 144 residential balconies and 4 ground floor patio areas. Thus, the Project would not conflict with this goal.
<b>Open Space</b>	
<b>Goal 5:</b> Provide sufficient open space in balance with development to serve the recreational, environmental, health and safety needs of the Wilshire Community, and to protect environment and aesthetic resources.	<b>No Conflict.</b> Refer to Goal 4 above. The Project incorporates open space as required by the LAMC and thereby balances and is consistent with the goal of providing sufficient open space. Landscaping on the Project Site also improves the environment and enhances the aesthetics of the Project Site compared to its existing condition as a surface parking lot.
<b>Objective 5-1:</b> Preserve existing open space resources and where possible develop new open space.	<b>No Conflict.</b> Refer to Goal 4 above. The Project redevelops portions of an existing institutional use (church) and associated parking lot and thereby does not impact existing open space resources. In addition, the Project implements common and private open space into the design and thus provides new open space on the Project Site.
<b>Policy 5-1.1:</b> Encourage the retention of passive and visual open space to provide a balance of urban development.	<b>No Conflict.</b> Refer to Goal 4 above. The Project Site does not contain quality open space other than a surface parking lot, which would be redeveloped. The Project would integrate visually interesting open spaces and thereby provide a balance of open space and urban development on the Project Site.

**Table 4 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Wilshire Community Plan**

<b>Schools</b>	
<b>Goal 6:</b> Facilitate the provision of public schools and adequate school facilities to serve every neighborhood in the Wilshire Community Plan Area.	<b>No Conflict.</b> As discussed in the Initial Study prepared for the Project included in Appendix A to this Draft EIR, there are adequate school facilities to serve the Project and the Project will not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities (i.e., schools), need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts. Additionally, pursuant to SB 50 the Applicant would be required to pay development fees for schools to LAUSD prior to the issuance of the Project's building permit. Pursuant to Government Code Section 65995(h), the payment of these fees is considered full and complete mitigation of Project-related school impacts. Thus, the Project would not conflict with this goal.
<b>Libraries</b>	
<b>Goal 7:</b> Ensure that adequate library facilities are provided for the Wilshire Community.	<b>No Conflict.</b> As analyzed in Section IV.H.3, Public Services—Libraries, of this Draft EIR, the Project Site is located within the service area of several library facilities located within a 2-mile radius of the Project Site. These libraries include the West Hollywood Library located 1.4 miles north of the Project Site, the Beverly Hills Library located 1.6 miles west of the Project Site, the Fairfax Branch Library located approximately 2.1 miles east of the Project Site, and the Robertson Branch Library located approximately 2.3 miles south of the Project Site. As concluded in Section IV.H.3, Public Services—Libraries, of this Draft EIR, with installation of internet service capabilities throughout the Project, the generation of revenues to the City's General Fund that could be applied toward the provision of new library facilities and related staffing, and payment of the per capita fee recommended by the LAPL, the Project would not be anticipated to result in a substantial increase in demand that would necessitate new or physically altered facilities, the construction of which would cause significant environmental impacts. As such, impacts on library facilities during operation of the Project would be less than significant. The Project would not conflict with this goal.
<b>Police Protection</b>	
<b>Objective 8-1:</b> Provide adequate police facilities, personnel and protection to correspond with existing and future population and service demands.	<b>No Conflict.</b> As discussed in Section IV.H.2, Public Services—Police Protection, of this Draft EIR, the Project would have a less than significant impact on police services in the Wilshire Service Area. Overall, the Project would not generate a demand for additional police protection services that would exceed the LAPD's capacity to serve the Project Site. As such, Project operation would not necessitate the provision of new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain LAPD's capacity to serve the Project Site. The

**Table 4 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Wilshire Community Plan**

	Project would not conflict with this objective.
<b>Policy 8-1.1:</b> Consult with the LAPD in review of development projects and land use changes to determine law enforcement needs and requirements.	<b>No Conflict.</b> Refer to the consistency analysis for Objective 8-1. The applicant and its consultants have consulted with LAPD through its letter submitted regarding the Project.
<b>Policy 8-2.2:</b> Provide adequate lighting around residential, commercial and industrial buildings, and park, school, and recreational areas to improve security.	<b>No Conflict.</b> Project lighting would include shielded low to medium output exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. As outlined in the project design features included in Section IV.H.2, Public Services—Police Protection, of this Draft EIR, the Project would provide lighting of buildings and walkways to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings (POL-PDF-3) and lighting of parking areas to maximize visibility and reduce areas of concealment (POL-PDF-4). The Project would also implement security measures including security lighting during construction (POL-PDF-1). These measures would reduce the need for police protection services and their associated facilities. Thus, the Project would not conflict with this policy.
<b>Policy 8-2.3:</b> Ensure that landscaping around buildings does not impede visibility and provide hidden places which could foster criminal activity.	<b>No Conflict.</b> To facilitate police response in the event of an emergency, the Project would be designed with landscaping that would not impede visibility. Pursuant to Project Design Feature POL-PDF-5 in Section IV.H.2, Public Services—Police Protection, of this Draft EIR, the Project design would include building entrances and exits, open spaces around buildings, and pedestrian walkways that are open and in view of surrounding sites. In addition, the Project would include a closed circuit camera system and keycard entry for the residential building and residential parking areas (POS-PDF-2). These measures would reduce the need for police protection services and their associated facilities. Therefore, the Project would not conflict with this policy.
<b>Fire Protection</b>	
<b>Objective 9-1:</b> Maintain fire facilities and protective services that are sufficient for the existing and future population and land use.	<b>No Conflict.</b> As provided in Section IV.H.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. As concluded in Section IV.H.1, Public Services—Fire Protection, of this Draft EIR, the Project's impacts to service demands would be less than significant. As such, the Project would not conflict with this policy.
<b>Policy 9-1.1:</b> Coordinate with the City of Los Angeles Fire Department during the review of significant development projects and General Plan Amendments affecting	<b>No Conflict.</b> See consistency analysis for Objective 9-1. The applicant and its consultants have coordinated with LAFD during preparation of this Draft EIR.

**Table 4 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Wilshire Community Plan**

land use to determine the impacts on service demands.	
<b>Transportation</b>	
<b>Goal 11:</b> Encourage a system of safe, efficient and attractive bicycle and pedestrian facilities.	<b>No Conflict.</b> The Project would provide at least 124 bicycle parking spaces to meet LAMC requirements. Residential bicycle parking would consist of 10 short-term and 101 long-term bicycle parking spaces, for a total of 111 residential bicycle parking spaces. Bicycle parking for the church would consist of 9 short-term spaces and 4 long-term spaces. All long-term residential bicycle parking spaces will be located in level 5 of the subterranean parking structure, along with the bicycle area room and long-term church bicycle parking would be located in level 1 of the parking structure. Short-term bicycle parking spaces would be located outside the building on the Burton Way frontage. The Project would not conflict with this goal and policy.
<b>Policy 11-1.4:</b> Support the provision of bicycle facilities in all new development.	<b>No Conflict.</b> Refer to the consistency analysis for Goal 11.
<b>Objective 11-2:</b> Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.	<b>No Conflict.</b> The Project would provide pedestrian access to the Project Site along the perimeter of the Project Site. Specifically, pedestrian access to the cathedral would be along both San Vicente Boulevard and Burton Way. Access to the ancillary church building would be through the church courtyard, as well as church lobby on Burton Way. The residential building would be accessed through a residential lobby entrance along Burton Way. Primary pedestrian access to the proposed subterranean parking structure would be located at the northwest and northeast corners of the Project Site, accessible from the alley, Holt Avenue, and San Vicente Boulevard. Additionally, the Project Site's close proximity to nearby retail, restaurants, shopping centers, and transit would facilitate pedestrian activity. Thus, the Project would not conflict with this objective.
<b>Goal 12:</b> Encourage alternative modes of transportation to reduce single-occupancy vehicular trips.	<b>No Conflict.</b> The Project Site is located in an area well serviced by public transportation, including Metro, LADOT, West Hollywood CityLine, and AVTA. Public transit use would be encouraged by the Project Site's close proximity to public transportation options. Additionally, the Project offers bicycle facilities on site. Specifically, the Project would offer approximately 124 bicycle parking spaces within the parking structure. As such, the Project would not conflict with this goal.
<b>Goal 15:</b> Provide a sufficient supply of well-designed and convenient off-street parking lots and facilities throughout the Plan area.	<b>No Conflict.</b> All of the parking spaces for the Project would be located in the subterranean parking structure, which would extend to a depth of approximately 72.5 feet below the existing ground surface. Based on LAMC requirements and Ordinance No. 167711, "Q" Condition requirements for the new and retained buildings and land uses, the Project requires 314 vehicle parking spaces, consisting of 252

**Table 4 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Wilshire Community Plan**

	residential parking spaces (including 39 guest parking spaces) and 62 church parking spaces. The Project includes a total of 397 vehicle parking spaces, including 252 residential parking spaces and 145 church parking spaces. The number of church parking spaces exceeds the number of code-required parking spaces to provide sufficient parking for holiday services and larger events in the multi-purpose room. In accordance with the requirements of the LAMC, the Project would also include 111 residential bicycle parking spaces and 13 church bicycle parking spaces. In addition, 30 percent of the provided parking spaces would be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the provided parking spaces would have electric vehicle (EV) charging stations. Per the Plan's urban design standards, the parking structure would be integrated with the design of the Project by providing all parking below the building.
<b>Objective 15-1:</b> Provide off-street parking in appropriate locations in accordance with Citywide standards and community needs.	<b>No Conflict.</b> Refer to the consistency analysis for Goal 15.
<b>Policy 15-1.2:</b> Develop off-street parking resources, including parking structures and underground parking in accordance with design standards.	<b>No Conflict.</b> Refer to the consistency analysis for Goal 15.
<b>Historic and Cultural Resources</b>	
<b>Goal 17:</b> Preserve and restore cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.	<b>No Conflict.</b> Refer to Policy 1-3.2 above. As explained in the Project Description, the Project includes the deconstruction, reassembly, and rehabilitation of the cathedral building. The process of this redevelopment would comply with the Secretary of the Interior Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. Thus, the Project would preserve and restore the cultural resource that exist on the Project Site while accomplishing the redevelopment objectives of the Project.
<b>Objective 17-1:</b> Ensure that the Wilshire Community's historically significant resources are protected, preserved, and/or enhanced.	<b>No Conflict.</b> Refer to Policy 1-3.2 and Goal 17 above. The Project rehabilitates the existing church structures according to applicable standards, while also enhancing the utility, functionality and aesthetics of the Project Site.
<b>Policy 17-1.1:</b> Encourage the preservation, maintenance, enhancement and reuse of existing historic buildings and the restoration of original facades.	<b>No Conflict.</b> Refer to Policy 1-3.2 and Goal 17 above. Also, as noted in the Project Description, the Project would preserve several components of the existing church building during disassembly. These components and materials would be reused during reassembly of the church structure, which would be done in compliance with applicable standards.

Source: *Eyestone Environmental, 2021.*

**Table 5**  
**Applicable Goals of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy**  
**(2016–2040 RTP/SCS)**

Goals	Would the Project Conflict?
Maximize mobility and accessibility for all people and goods in the region.	<b>No Conflict.</b> Although these goals apply at a regional level, the Project would be developed within an existing urbanized area and within a TPA and HQTAs that provides an established network of roads and freeways that provide local and regional access to the area. In addition, as described in Objective 3.2 in Table 1 above, the Project Site is served by a variety of nearby mass transit options, including a number of bus lines, as well as a future Metro Purple line stop. In addition, the Project would provide bicycle parking spaces for the proposed uses that would serve to promote walking and use of bicycles. The Project would also include adequate parking to serve the proposed uses and would provide charging stations to serve electric vehicles. As such, the Project would maximize mobility and accessibility by providing opportunities for the use of several modes of transportation, including convenient access to public transit and opportunities for walking and biking. Therefore, the Project would not conflict with these goals.
Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g. bicycling and walking).	<b>No Conflict.</b> Refer to the discussion above regarding mobility. In addition, the Project Site’s location within an area surrounded with commercial uses and well-served by transit would promote walking and other forms of active transportation. As such, the Project would not conflict with this goal.
Actively encourage and create incentives for energy efficiency, where possible.	<b>No Conflict.</b> As described in Section II, Project Description, of this Draft EIR, the Project would incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen, which would reduce energy usage on the Project Site. Proposed sustainability features would include photovoltaic cells, electric vehicle charging stations, highly efficient HVAC systems, energy-efficient wall insulation and glazing units, and Energy Star labeled appliances. Overall, as evaluated in Section IV.C, Energy, of this Draft EIR, the Project would not result in the wasteful or inefficient use of energy, and impacts would be less than significant. As such, the Project would not conflict with this policy.
Encourage land use and growth patterns that facilitate transit and active transportation.	<b>No Conflict.</b> Refer to the discussion above regarding mobility. In addition, note that the Project develops multi-family residential units in a location well served by transit, which facilitates ongoing and expanded use of transit within the area. Accordingly, the Project implements a residential land use and residential growth in a location that utilizes transit and active transit facilities.
<hr style="width: 20%; margin-left: 0;"/> <p><i>Source: Eyestone Environmental, 2021.</i></p>	

**Table 6  
Applicable Goals of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)**

Goals	Would the Project Conflict?
<p>Improve mobility, accessibility, reliability, and travel safety for people and goods.</p>	<p><b>No Conflict.</b> Although this goal applies at a regional level, the Project would be developed within an existing urbanized area and within a TPA and HQTAs that provides an established network of roads and freeways that provide local and regional access to the area. In addition, as described in Objective 3.2 in Table 1 above, the Project Site is served by a variety of nearby mass transit options, including a number of bus lines, as well as a future Metro Purple line stop. In addition, the Project would provide bicycle parking spaces for the proposed uses that would serve to promote walking and use of bicycles. The Project would also include adequate parking to serve the proposed uses and would provide charging stations to serve electric vehicles. As such, the Project would maximize mobility and accessibility by providing opportunities for the use of several modes of transportation, including convenient access to public transit and opportunities for walking and biking. Therefore, the Project would not conflict with this goal.</p>
<p>Increase person and goods movement and travel choices within the transportation system.</p>	<p><b>No Conflict.</b> Although this goal applies at a regional level, 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 includes the development of a new multi-family residential building and updated church uses within a SCAG-designated HQTAs and TPAs as defined in PRC Section 21099. The Project Site is well served by public transit including Metro, LADOT, and West Hollywood CityLine. In particular, Metro provides rapid bus service on Line 705, which runs from West Hollywood along La Cienega Boulevard and Vernon Avenue through Mid-City and South Los Angeles to Vernon. Metro also provides local bus services on Line 105, which has the same route as Rapid Line 705. Metro Lines 16 and 316, which run from Century City along Santa Monica Boulevard, Burton Way, and 3rd Street to Downtown Los Angeles also stop near the Project Site. In addition, Metro Line 17 runs from Culver City along Robertson Boulevard and 3rd Street to Downtown Los Angeles, and Metro Line 218 runs from Cedars-Sinai Medical Center along 3rd Street, Fairfax Avenue, and Laurel Canyon Boulevard to Studio City. Lastly, Metro Line 30 runs from West Hollywood along San Vicente Boulevard and Pico Boulevard through Downtown Los Angeles to Boyle Heights, and Metro Line 330 runs from West Hollywood along San Vicente Boulevard and Pico Boulevard to Downtown Los Angeles. LADOT also provides local bus service on the DASH Fairfax Route, which runs from Cedars-Sinai Medical Center along La Cienega Boulevard, Melrose Avenue, Fairfax Avenue, and 3rd Street to the Miracle Mile along Wilshire Boulevard. The City of West Hollywood also provides free local bus service throughout West Hollywood’s city limits along its free Cityline route, which</p>

**Table 6 (Continued)**  
**Applicable Goals of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)**

Goals	Would the Project Conflict?
	<p>runs from Cedars-Sinai Medical Center, primarily along San Vicente Boulevard and Santa Monica Boulevard, to La Brea Avenue. The nearest bus stops to the Project Site include a bus stop at La Cienega Boulevard and San Vicente Boulevard serving Metro’s Line 105 and an additional bus stop along La Cienega Boulevard, near 3rd Street serving Metro’s Lines 16, 105, 218, and 705 as well as the DASH Fairfax. The Project is also within close proximity to the upcoming Wilshire/Fairfax Purple Line Extension station. The LADOT DASH Fairfax route which stops near the Project Site will provide a direct route to the new Wilshire/Fairfax station. The Project would also promote bicycle use through the provision of a total of 124 bicycle parking spaces for Project Uses. The Project would enhance pedestrian access along the perimeter of the Project Site, specifically along Burton Way and San Vicente Boulevard. New trees and landscaping would also be provided throughout the Project Site.</p>
<p>Reduce greenhouse gas emissions and improve air quality.</p>	<p><b>No Conflict.</b> As evaluated in Section IV.A, Air Quality, of this Draft EIR, the Project would result in less than significant impacts related to air quality during operation. While the Project would result in a significant and unavoidable air quality impact during construction, this impact would be temporary and cease when construction is complete. As identified in Section II, Project Description, and Section IV.C, Greenhouse Gas Emissions, of this Draft EIR, the Project would include specific project design features to further support and promote environmental sustainability. These features consist of compliance with regulatory requirements, including the provisions set forth in the CALGreen Code that have been incorporated into the City of Los Angeles Green Building Code. These features also include energy conservation, water conservation, and waste reduction features. The Project would also include the installation of solar panels as required by Title 24. While these measures are intended to reduce GHG emissions, they would also improve air quality.</p>
<p>Support healthy and equitable communities</p>	<p><b>No Conflict.</b> Although this goal applies at a regional level, the Project would support its implementation. As discussed above, the Project would promote alternative methods of transportation through the provision of a total of 124 bicycle parking spaces for Project uses. The Project’s location within an area surrounded with commercial uses and well-served by transit would promote walking and other forms of active transportation.</p>
<p>Adapt to changing climate and support an integrate regional development pattern and transportation network.</p>	<p><b>No Conflict.</b> While this is a regional policy, the Project would support its implementation by developing a mixed-use development within a designated HQTA and TPA. As discussed above, the Project Site is well served by transit including the Metro, LADOT, and West Hollywood CityLine.</p>

**Table 6 (Continued)**  
**Applicable Goals of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)**

Goals	Would the Project Conflict?
	The Project would also encourage alternative modes of transportation through the provision of bicycle parking and improvements to the pedestrian realm. As also discussed above, Project impacts with respect to GHG emissions would be less than significant.
Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<b>No Conflict.</b> The Project would develop up to 153 multi-family residential units, including 17 Very Low Income units. The range of housing opportunities by type and cost will be accessible to residents at a variety of income levels. The Project will include 13 studio apartments, 80 one-bedroom units, and 60 two-bedroom apartments. In addition, no housing would be displaced by the Project. The proposed housing would be located in an area well-served by public transit including the Metro, LADOT, and West Hollywood CityLine.
<hr/> <p>Source: <i>Eyestone Environmental, 2021.</i></p>	