

Appendix J

Land Use

Appendix J.1

Land Use Tables—Mixed Use Development Scenario

Appendix J.1

Land Use Tables—Mixed Use Development Scenario

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

Objective/Policy	Would the Project Conflict?
Land Use Chapter	
<p>Policy 3.1.3: Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.</p>	<p>No Conflict. The Project would provide common open space that would be generally publicly accessible during daytime hours in the form of gardens, courtyards, and terraces. The primary publicly accessible open space amenity would be a 20,925-square-foot courtyard (referred to as The Hill) that would be located at the center of the Project Site. The Hill would include active and passive recreation spaces such as family play features and a lawn with lounge furniture and views to the Downtown Los Angeles skyline. Interior common areas would include resident amenities such as fitness areas, game rooms, lounges and meeting rooms. In addition, a spa and other common areas such as a lobby with an outdoor terrace, lounge, meeting spaces, restaurants, and a rooftop pool would be included as part of the hotel. Additional common and private open space areas are provided throughout the Project Site. The common open space proposed to be provided within the Project Site would total 82,925 square feet, including approximately 70,175 square feet of exterior common open space; 7,800 square feet of interior common open space; and 4,950 square feet of private open space, in accordance with the requirements of the LAMC. The Project’s open space would serve to reduce the demand on park and recreational facilities in the vicinity of the Project Site, thereby reducing impacts to neighborhood parks and recreational facilities. Thus, the Project would not conflict with this policy. In accordance with LAMC requirements, the Project would also be subject to the payment of fees for the purpose of developing park and recreational facilities for new residents.</p>
<p>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</p>	<p>No Conflict. Pursuant to the California Environmental Quality Act (CEQA), the City of Los Angeles and the Project 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 prepared to provide the public, nearby residents and property</p>

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

Objective/Policy	Would the Project Conflict?
<p>groups, especially environmental justice groups, in early planning stages through notification and two-way communication.</p>	<p>owners, responsible agencies, and other interested parties with information regarding the Project and its potential environmental effects. A public scoping meeting was held on May 30, 2018 at an Americans with Disabilities Act (ADA) accessible location to share information regarding the Project and the environmental review process and to receive written public comments regarding the scope and content of the environmental analysis. Public comments on the Draft EIR will also be received and a public hearing will be scheduled after the completion of the Final EIR. Thus, the Project does 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 traveled, and air pollution.</p> <p>Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/ bicycle access and use in appropriate locations.</p>	<p>No Conflict. The Mixed Use Development Scenario proposes up to 737 residential units (including up to 76 restricted affordable housing units), up to 180 hotel rooms, up to 48,000 square feet of office space, and up to 95,000 square feet of general commercial floor area (which could include up to 20,000 square feet of food and beverage uses associated with a hotel use) within the Project Site. By providing this variety of uses within one site, the Mixed Use Development Scenario would facilitate a reduction of vehicle trips, vehicle miles traveled, as well as a reduction in air pollution as the shopping needs of on-site residents, hotel guests, and employees may be met within the Project Site, thereby eliminating the need for off-site trips. Additionally, the Project Site is an area well-served by public transit and would be adjacent to a Los Angeles County Metropolitan Transportation Authority (Metro) bus stop at Sunset Boulevard and Beaudry Avenue for Metro Bus Line 2/302 and Metro Bus Line 4, which run east/west along Sunset Boulevard. Metro Bus Line 2/302 and Metro Bus Line 4 connect Downtown Los Angeles with Pacific Palisades and West Los Angeles, respectively. Metro Rapid 704, which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. The Project Site is also located one block from a Metro Bus Line 10 stop that runs east/west along Temple Street. In addition, the Project Site is near the Los Angeles Department of Transportation (LADOT) Dash Lincoln Heights/Chinatown bus line that connects with the Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles. Furthermore, the Project would enhance pedestrian access along of the perimeter of the Project Site via new pedestrian walkways from West Knoll Drive, Alpine Street, Beaudry Avenue, and Sunset Boulevard. The Mixed Use Development Scenario would also provide 436 bicycle parking spaces for residents and visitors to promote use of alternative modes of transportation. Therefore, the Mixed Use Development Scenario would also provide for the</p>

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

Objective/Policy	Would the Project Conflict?
	development of land use patterns that emphasize pedestrian/bicycle access and use. The Mixed Use Development Scenario would promote the overall intent of this objective and corresponding policy, and, as such, the Project would not conflict with this objective and corresponding policy.
<p>Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents’ quality of life can be maintained or improved.</p>	<p>No Conflict. The Mixed Use Development Scenario would provide for the stability and enhancement of the surrounding multi-family neighborhood by introducing new multi-family residential housing opportunities integrated with commercial, hotel, and office uses within a site that is currently underutilized and developed with vacant buildings. In addition, the proposed commercial, hotel, and office uses would provide new employment and commercial opportunities for the surrounding community. By providing a mixed use project with a variety of supporting uses within one site, the Mixed Use Development Scenario would facilitate a reduction of vehicle trips as the shopping needs of on-site residents, hotel guests, and employees may be met within the Project Site, thereby eliminating the need for off-site trips. Additionally, as discussed in Section IV.N.2, Utilities and Service Systems—Wastewater, of this Draft EIR, the existing 8-inch sewer line along Beaudry Avenue has negligible additional capacity. Thus, the Project would implement Project Design Feature WAS-PDF-1, which would require upsizing the existing 8-inch sewer line on Beaudry, in order to ensure adequate capacity is available. As discussed in Section IV.G. Hydrology and Water Quality, the Project would also implement Project BMPs in accordance with LID requirements, which would improve water quality and address flows within the Project Site. Overall, the Project would not conflict with this objective.</p>
<p>Policy 3.7.1: Accommodate the development of multi-family residential units in areas designated in the community plans.</p>	<p>No Conflict. The Project Site is designated as General Commercial and zoned C2-2D (Commercial Zone, Height District 2 with Development Limitation). The Project Site includes a permitted density of one unit per 400 square feet of lot area or one guest room per 200 square feet of lot area. The Project would introduce new multi-family residential units in an area primarily developed with residential and commercial uses. Specifically, north of the Elysian apartment building, across White Knoll Drive, are additional multi-family residential uses and an auto repair shop located at White Knoll Drive and Sunset Boulevard. Additional multi-family residential uses continue east of the Project Site, across Alpine Street. South of the Project Site, across Beaudry Avenue, are commercial uses and parking structures. West of the Project Site, across Sunset Boulevard, are a motel, a nightclub, and multi-family residential uses. Therefore, the Project would not</p>

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

Objective/Policy	Would the Project Conflict?
	conflict with this policy.
<p>Policy 3.7.4: Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter.</p>	<p>No Conflict. The Project would improve the quality of new multi-family dwelling units based on the standards in the Urban Form and Neighborhood Design Chapter. Specifically, the Mixed Use Development Scenario would redevelop the Project Site, removing the four vacant buildings and constructing two new residential structures (Tower A and Tower B), a hotel (the Sunset Building), and a commercial building that could contain office, retail, restaurant, and parking uses (the Courtyard Building). Additionally, the Mixed Use Development Scenario would incorporate numerous common and private open space and recreational amenities within the Project Site. The common open space would be accessible to the public during daytime hours in the form of gardens, courtyards, and terraces. The primary open space amenity would include active and passive recreation spaces such as family play features and a lawn with lounge furniture with views to the Downtown skyline. By replacing the existing vacant buildings with a new mixed use development and open space areas, the Mixed Use Development Scenario would upgrade and improve the quality of the development on the Project Site. The Project would not conflict with this policy.</p>
<p>Policy 3.13.5: Support the development of recreational and small parks in areas developed with mixed use structures.</p>	<p>No Conflict. The Project is a mixed use project including residential, hotel, office, and commercial uses within one site. The Project would provide common open space that would be generally publicly accessible during daytime hours in the form of gardens, courtyards, and terraces. The primary publicly accessible open space amenity would be a 20,925-square-foot courtyard (referred to as The Hill) that would be located at the center of the Project Site. The Hill would include active and passive recreation spaces such as family play features and a lawn with lounge furniture and views to the Downtown skyline. Interior common areas would include resident amenities such as fitness areas, game rooms, lounges and meeting rooms. In addition, a spa and open spaces would be included as part of the hotel. Additional common and private open space areas are provided throughout the Project Site. The common open space proposed to be provided within the Project Site would total 82,925 square feet, including approximately 70,175 square feet of exterior common open space; 7,800 square feet of interior common open space; and 4,950 square feet of private open space, in accordance with the requirements of the LAMC. The Project’s open space would serve to reduce the demand on park and recreational facilities in the vicinity of the Project Site, thereby reducing impacts to neighborhood parks and recreational facilities. The Project would not</p>

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

Objective/Policy	Would the Project Conflict?
	conflict with this policy. In accordance with LAMC requirements, the Project would also be subject to the payment of fees for the purpose of developing park and recreational facilities for new residents.
<p>Policy 3.13.6: 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>No Conflict. By providing a mixed use project with a variety of supporting uses within one site, the Project would facilitate a reduction of vehicle trips as the shopping needs of on-site residents, hotel guests, and employees may be met within the Project Site, thereby eliminating the need for off-site trips. Additionally, the Project Site is an area well-served by public transit and would be adjacent to a Metro bus stop at Sunset Boulevard and Beaudry Avenue for Metro Bus Line 2/302 and Metro Bus Line 4, which run east/west along Sunset Boulevard. Metro Bus Line 2/302 and Metro Bus Line 4 connect Downtown Los Angeles with Pacific Palisades and West Los Angeles, respectively. Metro Rapid 704, which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. In addition, the Project Site is located one block from a Metro Bus Line 10 stop that runs east/west along Temple Street. Furthermore, the Project Site is near the LADOT Dash Lincoln Heights/Chinatown bus line that connects with the Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles. The Mixed Use Development Scenario would also provide 436 bicycle parking spaces for residents and visitors to promote use of alternative modes of transportation. As provided in Section IV.I, Noise, of this Draft EIR, the Project’s operational noise impacts would be less than significant. As discussed in detail in Policy 3.1.3 and in Policy 3.13.5, above, the Project would incorporate recreational and open space amenities to support the needs of the on-site residents and surrounding community. The Project would not conflict with this policy.</p>
<p>Objective 3.18: Provide for the stability and enhancement of multi-family residential, mixed use, and/or commercial areas of the City and direct growth to areas where sufficient public infrastructure and services exist.</p>	<p>No Conflict. Refer to Objective 3.7 above.</p>
<p>Housing Chapter</p>	
<p>Objective 4.1: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.</p>	<p>No Conflict. The Project would include the development of 737 residential units, which would include up to 76 restricted affordable housing units. The Project would introduce new housing opportunities in the area, including a variety of unit types (1-bedroom and 2-bedroom units) and price ranges, as well as affordable housing units. 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>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.</p>	<p>No Conflict. The Project would include 737 multi-family housing units within an area that is designated as a Transit Priority Area and a High-Quality Transit Area. As previously discussed, the Project Site is located along a transit corridor and is well-served by public transit. There are bus stops and several bus lines that run adjacent to the Project Site. Specifically, Metro Bus Line 2/302 and Metro Bus Line 4, which run east/west along Sunset Boulevard, have a stop located adjacent to the Project Site at Sunset Boulevard and Beaudry Avenue. Metro Bus Line 2/302 and Metro Bus Line 4 connect Downtown Los Angeles with Pacific Palisades and West Los Angeles, respectively. Metro Rapid 704, which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. The Project Site is also located one block from a Metro Bus Line 10 stop that runs east/west along Temple Street. In addition, the Project Site is near the LADOT Dash Lincoln Heights/ Chinatown bus line that connects with the Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles.</p> <p>As discussed in the Initial Study prepared for the Project included in Appendix A of 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.</p>
<p>Urban Form and Neighborhood Design Chapter</p>	
<p>Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.</p>	<p>No Conflict. The Project Site is currently developed with four vacant structures and the Elysian apartment building (which is not part of the Project). The Project Site also currently has unmaintained landscaping, including trees, dispersed throughout the Project Site. The Mixed Use Development Scenario would redevelop the Project Site, removing the four vacant buildings and constructing four primary structures above an above grade and below grade parking podium, including two new residential structures (Tower A and Tower B), a hotel (the Sunset Building), and a commercial building that could contain office, retail, restaurant, and parking uses (the Courtyard Building). In addition, a portion of the proposed residential uses would be provided in low-rise residential buildings scattered throughout the eastern and southern portions of the Project Site and around the base of the two residential towers. These low-rise residential buildings would be similar in scale to the off-site residential structures surrounding the Project Site. Additionally, the Project would incorporate numerous common and private open space and recreational amenities within the Project Site.</p>

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

Objective/Policy	Would the Project Conflict?
	<p>The common open space would be accessible to the public during daytime hours in the form of gardens, courtyards, and terraces. The primary open space amenity would include active and passive recreation spaces such as family play features and a lawn with lounge furniture with views to the Downtown skyline. By replacing the existing vacant buildings and unmaintained landscaping with new structures and well-maintained open space areas, the Project would enhance the livability of the neighborhood by upgrading the quality of development on the Project Site and improving the quality of the public realm. Thus, this Project would not conflict with this objective.</p>
<p>Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.</p>	<p>No Conflict. The Project would be designed to provide a highly active and open ground level where visibility is maximized. In addition, the Project would incorporate elements that promote individual and community safety. Specifically, as provided in Section IV.K.2, Public Services—Police Protection, of this Draft EIR, the Project would provide for the installation of a 24-hour security camera network throughout the Project Site; provide controlled access to all building elevators, hotel rooms, residences, and resident-only common areas; train staff on security policies for the Project’s buildings; provide proper lighting of building entries and walkways to facilitate pedestrian orientation and clearly identify secure pedestrian travel routes between the parking areas and points of entry into the buildings; provide sufficient lighting of parking areas to maximize visibility and reduce areas of concealment; and design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites. By implementing these design strategies, the Project would help increase personal safety and reduce demand on police services. The Project would not conflict with this objective.</p>
<p>Open Space and Conservation Chapter</p>	
<p>Policy 6.3.3. Utilize development standards to promote development of public open space that is visible, thereby helping to keep such spaces and facilities as safe as possible.</p>	<p>No Conflict. The common open space for the Project would total 82,925 square feet, including approximately 70,175 square feet of exterior common open space; 7,800 square feet of interior common open space; and 4,950 square feet of private open space, in accordance with LAMC requirements. The primary open space amenity (referred to as The Hill) would be a 20,925-square-foot courtyard located at the center of the Project Site. The Hill would include active and passive recreation such as family play features and a lawn with lounge furniture and views to the Downtown Los Angeles skyline. The Hill would be accessible to the general public during daytime hours.</p>

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

Objective/Policy	Would the Project Conflict?
	<p>The Project would be designed to provide a highly active and open ground level where visibility is maximized. In addition, the Project would incorporate elements that promote individual and community safety. Specifically, as provided in Section IV.K.2, Public Services—Police Protection, of this Draft EIR, the Project would provide for the installation of a 24-hour security camera network throughout the Project Site; provide controlled access to all building elevators, hotel rooms, residences, and resident-only common areas; train staff on security policies for the Project’s buildings; provide proper lighting of building entries and walkways to facilitate pedestrian orientation and clearly identify secure pedestrian travel routes between the parking areas and points of entry into the buildings; provide sufficient lighting of parking areas to maximize visibility and reduce areas of concealment; and design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites. By implementing these design strategies, the Project would help increase personal safety. The Project would not conflict with this policy.</p>
<p>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.</p>	<p>No Conflict. The Project would support this City policy by providing a variety of open space areas within the Project Site that would be accessible to the public, including landscaped pedestrian walkways and the 20,925-square-foot The Hill. The Hill would include active and passive recreation spaces such as family play features and a lawn with lounge furniture and views to the Downtown skyline. In total, the Mixed Use Development Scenario would provide 82,925 square feet of open space, which is in accordance with LAMC requirements and would serve to reduce the demand on parks and recreational facilities in the vicinity of the Project Site, and, as such, the Project would not conflict with this policy.</p>
<p>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.</p> <p>a. Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other places that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.</p> <p>b. Encourage the improvement of open</p>	<p>No Conflict. The Project Site does not currently provide any publicly accessible open space to the surrounding community. The Project would replace the existing uses within the Project Site with an integrated mixed use development that would provide a variety of publicly accessible open space areas, including landscaped walkways that would provide connectivity throughout the Project Site and adjacent uses and The Hill, a 20,925-square-foot courtyard. As such, the Project, a private development, would enhance the open space resources of the neighborhood and 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>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>Economic Development Chapter</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 is proposing a mix of land uses, including residential, hotel, office, and commercial. This mix of uses would support the City’s objective to establish a balance of land uses that would help meet the needs of local residents and foster continued economic investment and growth. In addition, by providing a mix of uses on an underutilized site that has convenient access to public transit, as well as opportunities for walking and biking, the Project would facilitate a reduction in vehicle trips and vehicle miles traveled. This, along with the incorporation of project design features provided in Section IV.A, Air Quality, and Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, would facilitate a reduction in air pollution to ensure maximum feasible environmental quality. Therefore, the Project would not conflict with this objective.</p>
<p>Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.</p>	<p>No Conflict. The Project would include up to 95,000 square feet of new commercial development. The Project is within a Transit Priority Area and High-Quality Transit Area, as it is in the vicinity of numerous local and regional bus lines, several of which provide connections to Downtown subway stations. In particular, the Los Angeles County Metropolitan Transit Authority (Metro) provides a bus stop located at Sunset Boulevard and Beaudry Avenue. This stop includes the Metro Bus Line 2/302 that runs east/west along Sunset Boulevard. Metro Rapid 704, which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. Adjacent to the Project Site, Metro Bus Line 4 runs east/west along Sunset Boulevard and primarily east/west along Santa Monica Boulevard. This bus line connects Downtown Los Angeles with West Los Angeles. The Project Site is also located one block from a stop of Metro Bus Line 10 that runs east/west along Temple Street. In addition, the Project Site is near the LADOT Dash Lincoln Heights/Chinatown bus line that connects with the Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles. 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>Policy 7.2.5: Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.</p>	<p>No Conflict. As discussed in Objective 7.2 and Policy 7.2.3 above, the Project is a mixed use development including residential, hotel, office, and commercial uses within one site. The Project would include approximately 95,000 square feet of community-serving retail and restaurant uses and 48,000 square feet of office uses that would serve Project residents, employees, visitors, and the local neighborhood. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 7.6.3: Facilitate the inclusion of shopping facilities in mixed use developments that serve the needs of local residents and workers. If necessary, consider utilizing financing techniques such as land write-downs and density bonuses.</p>	<p>No Conflict. Refer to the consistency analysis for 7.2.5., above.</p>
<p>Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.</p>	<p>No Conflict. The Mixed Use Development Scenario would include 737 multi-family housing units within an area that is designated as a Transit Priority Area and a High-Quality Transit Area. The available housing units would primarily be located within two towers (with the balance of the units provided in numerous low-rise residential structures located near the towers) with varying options including 1-bedroom and 2-bedroom apartments, as well as 76 units that are designated as restricted affordable housing units. The proposed low-rise residential buildings would be scattered throughout the eastern and southern portions of the Project Site and around the base of the two residential towers. As previously discussed, the Project Site is located along a transit corridor and is well-served by public transit. There are bus stops and several bus lines that run adjacent to the Project Site. Specifically, Metro Bus Line 2/302 and Metro Bus Line 4, which run east/west along Sunset Boulevard, have a stop located adjacent to the Project Site at Sunset Boulevard and Beaudry Avenue. Metro Bus Line 2/302 and Metro Bus Line 4 connect Downtown Los Angeles with Pacific Palisades and West Los Angeles, respectively. Metro Rapid 704, which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. The Project Site is also located one block from a Metro Bus Line 10 stop that runs east/west along Temple Street. In addition, the Project Site is near the LADOT Dash Lincoln Heights/Chinatown bus line that connects with the Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles. Therefore, the Project would provide for a range of housing types in an area well served by public transit. Thus, 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?
Transportation Chapter/Mobility Plan 2035	
<p>Policy 1.1: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.</p>	<p>No Conflict. The Project would include a designated Transportation Center located near pedestrian access that would provide multi-modal mobility options such as bicycle and scooter sharing services to help improve the convenience of making trips without the use of a personal automobile. The Project would provide dedicated curbside passenger loading areas on Alpine Street and Beaudry Avenue and an off-street pick-up/drop-off area at the Sunset Building near the corner of Beaudry Avenue and Sunset Boulevard. The Project would provide a new signalized pedestrian crosswalk across Sunset Boulevard at White Knoll Drive, install all-way stop-control at the existing crosswalk on Beaudry Avenue at Alpine Street, and widen the sidewalks adjacent to the Project Site, thereby enhancing safety within the Project Site. As discussed in Section IV.L, Transportation, of this Draft EIR, the Project Site would provide numerous dedicated entry points for pedestrians and bicycles. Pedestrian access would be enhanced along the perimeter of the Project Site and would be provided via new pedestrian walkways from White Knoll Drive, Alpine Street, Beaudry Avenue, and Sunset Boulevard. The commercial uses along Sunset Boulevard would also be accessible from entrances along Sunset Boulevard and Beaudry Avenue. The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. In addition, no feature of the Project’s design would preclude the implementation of future bicycle lanes on Sunset Boulevard. The Project’s access locations would all be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City’s requirements to protect pedestrian safety. In addition, the proposed driveways to the new parking structure would be designed to limit potential impediments to visibility and incorporate pedestrian warning systems, if and to the extent necessary. The Project would also maintain existing sidewalks and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site. Overall, the Project would not substantially increase hazards to bicyclists, pedestrians, or vehicles, or otherwise adversely affect the performance or safety of such facilities. As such, the Project would not conflict with this policy.</p>
<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 Section IV.L, Transportation, of this Draft EIR, a Construction Management Plan would be prepared and implemented as part of the Project to minimize potential construction impacts to the surrounding</p>

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

Objective/Policy	Would the Project Conflict?
	<p>area related to construction trucks, worker trips, and any possible sidewalk and lane closures. The Construction 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 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>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 be designed to promote walkability on the Project Site and in the vicinity of the Project Site. Specifically, the Project would enhance pedestrian activity within and surrounding the Project Site by providing pedestrian access and connections to and from the surrounding area. The Project would provide numerous dedicated entry points for pedestrians and would incorporate landscaped pedestrian walkways transecting the Project Site. The Project would also include a Transportation Center, which would provide alternative mobility options such as bicycle and scooter sharing services. The introduction of ground-floor commercial uses that would be oriented toward Sunset Boulevard and Beaudry Avenue would also serve to activate the street and promote walkability. The Project would provide dedicated curb-side passenger loading areas on Alpine Street and Beaudry Avenue and an off-street pick-up/drop-off area in front of the Sunset Building. Additionally, the Project would widen the sidewalks adjacent to the Project Site, provide a new signalized pedestrian crossing point with continental crosswalks on Sunset Boulevard at White Knoll Drive, and install all-way stop-control at the existing crosswalk on Beaudry Avenue at Alpine Street. All Project parking would be located behind or below the level of Project buildings and all parking areas would be hidden or screened from the street. There would be several access points to the parking structure around the Project Site, located in such a way as to minimize interaction between vehicles and pedestrians. Furthermore, 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.</p>
<p>Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and</p>	<p>No Conflict. As discussed above in Policy 1.1 of Mobility Plan 2035, pedestrian access would be enhanced along</p>

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

Objective/Policy	Would the Project Conflict?
<p>vehicular modes—including goods movement—as integral components of the City’s transportation system.</p>	<p>the perimeter of the Project Site and would be provided via new pedestrian walkways from White Knoll Drive, Alpine Street, Beaudry Avenue, and Sunset Boulevard. The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. In addition, no feature of the Project’s design would preclude the implementation of future bicycle lanes on Sunset Boulevard. As previously described, the Project is located in an area well-served by public transit with a bus stop providing access to several transit lines located adjacent to the Project Site at Sunset Boulevard and Beaudry Avenue. The Project would not obstruct access to this transit stop. The Project would provide dedicated curb-side passenger loading areas and an off-street pick-up/drop-off area in front of the Sunset Building. In addition, the proposed Transportation Center would provide alternative mobility options such as bicycle and scooter sharing services to help improve the convenience of making trips without the use of a personal automobile. The Project would also provide adequate vehicular access in and out of the Project Site via the existing streets surrounding the Project Site. Thus, the Project would recognize and provides opportunities for the use of all modes of travel and would not conflict with this policy.</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 promote equitable land use decisions that result in fewer vehicle trips by providing a new development consisting of a mix of uses in proximity to jobs (including those that would be offered on-site and Downtown Los Angeles), destinations, and other neighborhood services in an area that is well-served by transit. Therefore, the Project would be not conflict with this policy.</p>
<p>Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.</p>	<p>No Conflict. The Project Site is in an area well-served by public transit. Specifically, Metro Bus Line 2/302 and Metro Bus Line 4, which run east/west along Sunset Boulevard, have a stop located adjacent to the Project Site at Sunset Boulevard and Beaudry Avenue. Metro Bus Line 2/302 and Metro Bus Line 4 connect Downtown Los Angeles with Pacific Palisades and West Los Angeles, respectively. Metro Rapid 704, which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. The Project Site is also located one block from a Metro Bus Line 10 stop that runs east/west along Temple Street. In addition, the Project Site is near the LADOT Dash Lincoln Heights/Chinatown bus line that connects with the Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles. Thus,</p>

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

Objective/Policy	Would the Project Conflict?
	residents, workers, and visitors of the Project would be well-served by affordable, efficient, 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.
Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	No Conflict. In accordance with the requirements of the LAMC, the Mixed Use Development Scenario would include 436 bicycle parking spaces including 337 long-term and 99-short term spaces. The Project would not conflict with this policy.
Policy 4.8: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	No Conflict. As provided in Section IV.L, Transportation, of this Draft EIR, the Project would include implementation of a Transportation Demand Management (TDM) Program (Project Design Feature TR-PDF-2) that would promote non-auto travel and reduce the use of single-occupant vehicle trips for residents and office employees on the Project Site. These strategies may include supporting rideshare, carpool, and vanshare programs; providing bicycle amenities; offering incentives for using alternative travel modes; and providing information on TDM-related programs on-site. Therefore, the Project would not conflict with this policy.
Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.	No Conflict. The mixed use nature of the Project would provide the opportunity for people to live, work, and play within one site, thereby reducing vehicle miles traveled. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transit. The Project would also promote pedestrian activity by enhancing pedestrian access along the perimeter of the Project Site. The ground floor commercial uses and streetscape improvements proposed by the Project would further promote walkability and reduce vehicle miles traveled per capita. The Project would also provide bicycle parking to encourage use of alternative modes of transportation. Furthermore, the Project would implement a TDM Program to promote non-auto travel and reduce the use of single-occupant vehicle trips. Therefore, the Project would support ways to reduce vehicle miles traveled per capita and, as such, would not conflict with this policy.
Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	No Conflict. While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the Project would not inhibit the City's implementation of this policy. The Project would support this policy by providing parking spaces that are equipped with electric vehicle charging stations, as identified in Project Design Feature GHG-PDF-2 in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR. Therefore, the Project would

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

Objective/Policy	Would the Project Conflict?
	not conflict with this policy.
Infrastructure and Public Services Chapter	
<p>Goal 9A: Adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.</p>	<p>No Conflict. While this is a citywide goal, with regard to wastewater, as discussed in Section IV.N.2, Utilities and Service Systems—Wastewater, of 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. Additionally, as discussed in Section IV.N.2, Utilities and Service Systems—Wastewater, of this Draft EIR, the existing 8-inch sewer line along Beaudry Avenue has negligible additional capacity. Thus, the Project would implement Project Design Feature WAS-PDF-1, which would require upsizing the existing 8-inch sewer line on Beaudry, in order to ensure adequate capacity is available. Overall, the Project would not conflict with this goal.</p>
<p>Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.</p>	<p>No Conflict. The Project would not generate hazardous substances that would be disposed of into the sewer system. In addition, as discussed in Section IV.G, Hydrology and Water Quality, of this Draft EIR, pursuant to the Stormwater Pollution Prevention Plan (SWPPP) that would be implemented by the Project as required under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, the Project would implement BMPs and other erosion control measures to minimize the discharge of pollutants that could be carried off in stormwater runoff. The Project would also comply with the Standard Urban Stormwater Mitigation Plans (SUSMP) requirements during the operational life of the Project to reduce the discharge of polluted runoff from the Project Site. The Project would also be required to comply with the County’s LID Standards Manual and the City’s LID Ordinance, which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. As such, the Project would not conflict with this policy.</p>
<p>Goal 9B: A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.</p> <p>Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.</p>	<p>No Conflict. As discussed in Section IV.G, Hydrology and Water Quality, of this Draft EIR, the Project would not substantially alter the Project Site drainage patterns in a manner that would result in substantial erosion, siltation, or flooding on- or off-site. Furthermore, pursuant to the Stormwater Pollution Prevention Plan (SWPPP) that would be implemented by the Project as required under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, the Project would implement BMPs and other erosion control measures to minimize the discharge of pollutants in stormwater runoff. The Project would also comply with the Standard Urban Stormwater</p>

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

Objective/Policy	Would the Project Conflict?
	Mitigation Plans (SUSMP) requirements during the operational life of the Project to reduce the discharge of polluted runoff from the Project Site. The Project would also be required to comply with the County’s LID Standards Manual and the City’s LID Ordinance, which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. As such, the Project would not conflict with this policy.
<p>Goal 9C: Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.</p> <p>Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.</p>	<p>Consistent. As evaluated in the Water Supply Assessment prepared by LADWP and summarized in Section IV.N.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, the Los Angeles Department of Water and Power’s (LADWP) current and projected available water supplies for normal, single-dry, and multiple-dry years would be sufficient to meet the Project’s water demand in addition to the existing and planned future water demands within LADWP’s service area through the year 2040. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Thus, the Project would be consistent with this goal and objective.</p>
<p>Source: <i>Eyestone Environmental, 2021.</i></p>	

Table 2
Applicable Objectives and Policies of the General Plan Housing Element 2013–2021

Policy	Would the Project Conflict?
<p>Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city’s households.</p>	<p>No Conflict. The Mixed Use Development Scenario would develop up to 737 units, consisting of one- and, two-, bedroom residential units, and would include up to 76 restricted affordable housing units. Thus, the Project would incrementally advance the goal of generating more housing for the region in a developed, infill location. In addition, no housing would be displaced by the Project. As such, the Project would not conflict with this policy.</p>
<p>Policy 2.1.1: Establish development standards and policing practices that reduce the likelihood of crime.</p>	<p>No Conflict. As discussed in Section IV.K.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 24-hour/seven-day security plan to ensure the safety of residents, employees, and visitors to the Project Site. The security plan could include a 24-hour security camera network throughout the Project Site, controlling access to the all buildings, maintaining security staff on-site, and training staff on security policies for the Project’s buildings. In addition, the Project would provide lighting of buildings and walkways to facilitate 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, elevators, and lobbies 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. Thus, the Project would not conflict with this policy.</p>
<p>Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.</p> <p>Policy 2.2.1: Provide incentives to encourage the integration of housing with other compatible land uses.</p>	<p>No Conflict. The Mixed Use Development Scenario would develop a diverse mix of uses, including residential, hotel, commercial (retail/restaurant), and office, that would support the housing and employment needs of local residents and would be compatible with the variety of residential and commercial uses surrounding the Project Site. The proposed 737 residential units would include up to 76 restricted affordable housing units, which would provide housing for residents with a mix of incomes. In addition, the 48,000 square feet of office space and up to 95,000 square feet of general commercial floor area proposed by the Project would provide new employment and commercial opportunities for the surrounding community. The Project would provide a variety of amenities, including approximately 70,175 square feet of exterior common area; 7,800 square feet of interior common area; and 4,950 square feet of private area. Exterior amenities would include gardens, courtyards, and terraces, as well as The Hill, a publicly-accessible 20,925-square-foot courtyard that would include active and passive recreation spaces such as family play features and a lawn with lounge furniture and views to the Downtown Los</p>

Table 2 (Continued)
Applicable Objectives and Policies of the General Plan Housing Element 2013–2021

Policy	Would the Project Conflict?
	<p>Angeles skyline. Interior common areas would include resident amenities such as fitness areas, game rooms, lounges and meeting rooms. In addition, a spa and other common areas, such as a lobby with an outdoor terrace, lounge, meeting spaces, restaurants, and a roof top pool would be included as part of the hotel. As previously discussed, the Project would be located in proximity to a variety of public transit options. Additionally, the Project's design is based on principles of smart growth and environmental sustainability, as evidenced by its mixed use composition, emphasis on walkability and public open space, bike-friendly environment, and proximity to public transit including bus stops adjacent to the Project Site. 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.</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 previously noted, the Project's design is based on principles of smart growth and environmental sustainability, as evidenced by its location within a highly urbanized areas within walking distance of a variety of uses, including a major job center; mixed use composition; and proximity to public transit, including bus stops adjacent to the Project Site. Furthermore, 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, thereby reducing associated greenhouse gas emissions, and help to minimize the impact on natural resources and infrastructure. Thus, the Project would not conflict with this objective.</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.N.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, the Project would incorporate project design features to support water conservation. More specifically, the proposed buildings would be equipped with high efficiency toilets, low-flow showerheads and faucets, ENERGY STAR residential clothes washer and dishwashers, domestic water heating systems that are located in close proximity of the point(s) of use, individual metering and billing for residential and commercial water use, water-saving pool filter (or reuse of pool backwash water for irrigation), and pool/spa recirculating filtration equipment. Thus, the Project would not conflict with this policy.</p>
<p>Policy 2.3.3: Promote and facilitate reduction of energy consumption in new and existing housing.</p>	<p>No Conflict. 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</p>

Table 2 (Continued)
Applicable Objectives and Policies of the General Plan Housing Element 2013–2021

Policy	Would the Project Conflict?
	<p>Building Code and CALGreen, which would reduce energy usage on the Project Site. In addition, the Project would include project design features aimed at improving energy efficiency and reducing energy consumption, as outlined in Section IV.E, Greenhouse Gas Emission, of this Draft EIR. Overall, as evaluated in Section IV.C, Energy Conservation, 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>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 prepared for the Project included in Appendix A of this Draft EIR, pursuant to the requirements of Senate Bill 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 939, Assembly Bill 341, Assembly Bill 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>Policy 2.4.3: 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.</p>	<p>No Conflict. The Project would provide a variety of open space and recreational areas within the Project Site, including gardens, courtyards, and terraces. The primary open space amenity would be The Hill, which is a 20,925-square-foot courtyard that would be located at the center of the Project Site and would include active and passive recreation spaces such as family play features and a lawn with lounge furniture. Additional common and private open space areas would be provided throughout the Project Site. The Project would also incorporate landscaped pedestrian walkways transecting the Project Site and would improve the streetscapes around the Project Site. In total, the Project would provide approximately 82,925 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.</p>
<p><i>Source: Eyestone Environmental, 2021.</i></p>	

**Table 3
Applicable Goals, Objectives, and Policies of the Central City North Community Plan**

Policy	Would the Project Conflict?
Residential	
Goal 1: A safe, secure, and high-quality residential environment for all economic, age, and ethnic segments of the community.	No Conflict. The Mixed Use Development Scenario would develop a high-quality residential environment consisting of 737 residential units, with 76 of the units being restricted for affordable housing. The Project would include numerous operational design features to enhance safety within, and immediately surrounding, the Project Site. This would include a 24-hour/seven-day security plan to ensure the safety of residents, employees, and visitors to the Project Site. The security plan could include a 24-hour security camera network throughout the Project Site, controlling access to all buildings, maintaining security staff on-site and training staff on security policies for the Project’s buildings. In addition, the Project would provide lighting of buildings and walkways to facilitate 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, elevators, and lobbies 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. The Project would not conflict with this goal.
Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Central City North Plan area to the year 2010.	No Conflict. The Project Site currently comprises a 262,437-square-foot lot with five buildings. Four of the five buildings are currently vacant, while the remaining building is currently occupied by the Elysian apartments. The Elysian apartments would remain onsite while the vacant buildings would be removed to allow for development of the Project. The Mixed Use Development Scenario would include 737 units, including 76 affordable housing units. The Project would provide for a variety of unit types, including one-, and two-, bedroom units to meet the diverse economic and physical needs of the City’s residents. The Project would not conflict with this objective.
Objective 1-2: Locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.	No Conflict. The Project would consist of a mix of uses, including 737 residential units, within an area that is designated as a Transit Priority Area and High-Quality Transit Area. The mixed use nature of the Project would provide the opportunity for people to live, work, and play within one site, thereby further reducing vehicular trips. Vehicle trips would also be expected to be reduced due to the Project Site’s proximity to a Downtown job node which can be walked to and or accessed via transit. There are bus stops and several bus lines that run adjacent to the Project Site. Specifically, Metro Bus Line 2/302 and Metro Bus Line 4, which run east/west along Sunset Boulevard, have a stop located adjacent to the Project Site at Sunset Boulevard and Beaudry Avenue. Metro Bus Line 2/302

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the Central City North Community Plan

Policy	Would the Project Conflict?
	<p>and Metro Bus Line 4 connect Downtown Los Angeles with Pacific Palisades and West Los Angeles, respectively. Metro Rapid 704, which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. The Project Site is also located one block from a Metro Bus Line 10 stop that runs east/west along Temple Street. In addition, the Project Site is near the LADOT Dash Lincoln Heights/Chinatown bus line that connects with the Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles. Thus, the Project would not conflict with this objective.</p>
<p>Policy 1-2.1: Encourage multiple residential development in commercial zones.</p>	<p>No Conflict. The Project Site is designated by the LAMC as General Commercial and zoned C2-2D (Commercial zone, Height District 2 with Development Limitation). The Project would include a mix of residential, commercial, office, and hotel uses, thereby providing the opportunity for people to live, work, and play within one site. In addition, advancing the Central City North Community Plan’s Policy 1-2.1 by providing multi-family residential development within a Project Site that is commercially zoned is one of the Project’s basic and fundamental objectives. As such, the Project would not conflict with this policy.</p>
<p>Policy 1-3.1: Seek a high degree of architectural and landscaping for new infill development to protect the character and scale of the existing residential neighborhoods.</p>	<p>No Conflict. The Project would not be out of character with the surrounding area, which is an urbanized neighborhood that is characterized by a mix of land uses, including residential and commercial uses at various densities, heights, and scales of development. Specifically, the Project would create an integrated site with a mix of residential, hospitality, office, and commercial uses within several new structures that would extend above and around a six-level above grade and below grade parking podium and be dispersed across the Project Site. While the Project would increase the height, density, and mass of on-site structures as compared to existing conditions, 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 Project would also incorporate numerous on-site common and private open space and recreational amenities. The Project would provide common open space that would be generally publicly accessible during daytime hours in the form of gardens, courtyards, and terraces. The primary open space amenity would be a 20,925-square-foot courtyard (referred to as The Hill) that would be located at the center of the Project Site. The Hill would include active and passive recreation spaces such as family play features and a lawn with lounge furniture and views to the Downtown Los Angeles skyline. Additional common and private open space areas, such as gardens and terraces,</p>

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the Central City North Community Plan

Policy	Would the Project Conflict?
	would be provided throughout the Project Site. The Project would not conflict with this policy.
<p>Policy 1-3.2: Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are permitted.</p>	<p>No Conflict. The Project would introduce 737 new residential units on the Project Site, which would increase the residential density on the Project Site. However, the proposed residential land uses would not be out of character with the surrounding area, which is an urbanized neighborhood that is characterized by a mix of land uses, including residential and commercial uses at various densities, and scales of development. The mix of uses to be provided within the Project Site, as well as the Project Site’s proximity to an array of public transit opportunities, would further enhance the livability of the neighborhood.</p> <p>The Project’s potential impacts on services and public facilities have been analyzed in Section IV.K, Public Services, of this Draft EIR. As concluded in Section IV.K, Public Services, of this Draft EIR, the Project would not have a significant impact on services or public facilities. The Project’s potential impacts on utility services have been analyzed in Section IV.N, Utilities and Service Systems, of this Draft EIR. As concluded therein, the Project would not have a significant impact on utility services. In addition, impacts on traffic levels have been analyzed in Section IV.L, Transportation, of this Draft EIR. As concluded therein, traffic impacts associated with vehicle miles traveled would be less than significant. In addition, as discussed in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project would result in a reduction in vehicle miles traveled of approximately 79 percent for residential uses and a reduction of 64 percent for employees in comparison to a standard project as estimated by California Emissions Estimator Model (CalEEMod). This reduction is attributable to several Project characteristics that are aimed at increasing sustainability. Specifically, the Project represents an infill development within an existing urbanized area that would concentrate new residential, office, and commercial uses within a Transit Priority Area and a High-Quality Transit Area. The Project is well-served by public transit, with a total of 37 local bus routes within a quarter mile of the Project Site. The Project would also provide 436 bicycle parking spaces and would be designed to encourage walkability through a mix of uses combined with open space and pedestrian enhancements. Thus, based on the above, the Project would not conflict with the intent of this policy.</p>
<p>Policy 1-4.1: Promote greater individual choice in type, quality, price, and location of housing.</p>	<p>No Conflict. The Mixed Use Development Scenario proposes up to 737 residential units with varying options, including 1-bedroom and 2-bedroom apartments, as well as</p>

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the Central City North Community Plan

Policy	Would the Project Conflict?
	76 units that are designated as restricted affordable housing units. This would promote individual choice in the type, quality, price, and location of housing, and therefore the Project would not conflict with this policy.
Policy 1-4.2: Ensure that new housing opportunities minimize displacement of the existing residents.	No Conflict. No housing would be removed as part of the Project. Housing within the Elysian apartments would also remain onsite and would not be removed as part of the Project. Therefore, the Project would not displace any existing housing located on the Project Site and the Project would not conflict with this policy.
Commercial	
Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.	No Conflict. Part of the Project’s mixed use development includes up to 95,000 square feet of general commercial floor area, which would include up to 20,000 square feet of food and beverage uses associated with a hotel use. The Project would strengthen viable commercial development in the community and provide additional opportunities for new commercial development and services, including a hotel and retail and restaurant space. This Project would not conflict with this goal.
Recreation and Parks Facilities	
<p>Goal 4: Provide adequate recreation and park facilities which meet the needs of the residents in the Plan Area.</p> <p>Policy 4-1.1: Preserve the existing recreational facilities and park space.</p>	<p>No Conflict. As outlined in Section II, Project Description, of this Draft EIR, providing adequate recreation and park facilities that meet the needs of the residents in the Community Plan area is one of the one of the Project’s basic objectives. The Project would provide a variety of open space and recreational areas within the Project Site, including gardens, courtyards, and terraces. The primary publicly accessible open space amenity would be a 20,925-square-foot courtyard (referred to as The Hill) that would be located at the center of the Project Site and would include active and passive recreation spaces such as family play features and a lawn with lounge furniture. Additional common and private open space areas would be provided throughout the Project Site. In total, the Mixed Use Development Scenario would provide approximately 82,925 square feet of open space, which would meet the open space requirements set forth by the LAMC and would serve to reduce the demand on park and recreational facilities in the vicinity of the Project Site. In addition, the Project would not remove any existing recreational facilities or park space. Thus, the Project would not conflict with this goal or corresponding policy.</p>
Open Space	
Policy 5-1.1: Encourage the retention of passive and visual open space which provides a balance to the urban development of the	No Conflict. The Mixed Use Development Scenario would provide a total of approximately 82,925 square feet of open space, which would primarily include passive open space

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the Central City North Community Plan

Policy	Would the Project Conflict?
Plan Area.	areas. As such, the Project would not conflict with this policy.
Schools	
<p>Goal 6: Appropriate locations and adequate facilities for schools to serve the needs of the existing and future population.</p>	<p>No Conflict. As analyzed in Section IV.K.3, Public Services—Schools, of this Draft EIR, there are currently three LAUSD schools that serve the Project Site. Based on studies on current capacity and projected future enrollment, the schools serving the Project Site and surrounding area are currently projected to be overcrowded. However, no new school construction is currently planned.¹ Notwithstanding, pursuant to SB 50, the Project Applicant would be required to pay development fees for schools to LAUSD prior to the issuance of the Project’s building permit. LAUSD collects development fees for new construction within its district boundaries. Pursuant to Government Code Section 65995, the payment of these fees fully removes all Project-related school impacts. Therefore, payment of the applicable development school fees to the LAUSD would offset the potential impact of additional student enrollment at schools serving the Project Site. Thus, the Project would not conflict with this goal.</p>
Libraries	
<p>Goal 7: Ensure that adequate library facilities are provided for the community’s residents.</p>	<p>No Conflict. As analyzed in Section IV.K.5, 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 Richard J. Riordan Central Library, the Chinatown Branch Library, the Little Tokyo Branch Library, and the Pico Union Branch Library. As concluded in Section IV.K.5, 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.</p>

¹ Letter from Rena Perez, Director of Master Planning and Demographics, LAUSD Facilities Services Division, dated October 10, 2018. See Appendix N of this Draft EIR.

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the Central City North Community Plan

Policy	Would the Project Conflict?
Police Protection	
<p>Objective 8-1: To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.</p>	<p>No Conflict. As provided by the LAPD in its letter included in Appendix N of this Draft EIR, the Project would have a minor impact on police services in the Central Area. Therefore, the Project’s impact on police services would be less than significant. 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 capability to serve the Project Site. The Project would not conflict with this objective.</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. Pursuant to Project Design Feature POL-PDF-5 in Section IV.K.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. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 8-2.3: Insure adequate lighting around residential, commercial, and industrial buildings in order to improve security.</p>	<p>No Conflict. 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.K.2, Public Services—Police Protection, of this Draft EIR, the Project would provide lighting of buildings and walkways to facilitate 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 include low-level security lighting during construction (POL-PDF-1). Thus, the Project would not conflict with this policy.</p>
<p>Policy 8-2.4: Insure that recreational facilities in multiple family residential complexes are designed to provide adequate visibility security.</p>	<p>No Conflict. As described in the consistency analysis for Policy 8-2.2 above, building entrances and exits, open spaces around buildings, and pedestrian walkways would be designed to be open and in view of surrounding sites. Additionally, the Project would include a security plan to ensure the safety of its residents and site visitors, which could include a 24-hour security camera network installed throughout the parking structure, the elevators, the common and amenity spaces, the lobby areas, and the rooftop and ground level outdoor open spaces. Therefore, the Project would not conflict with this policy.</p>

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the Central City North Community Plan

Policy	Would the Project Conflict?
Fire Protection	
<p>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.</p>	<p>No Conflict. As provided in Section IV.K.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.K.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.</p>
Transportation	
<p>Goal 12: Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.</p> <p>Objective 12-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.</p> <p>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.).</p>	<p>No Conflict. The mixed use nature of the Project provides the opportunity for people to live, work, and play within one site and thus reduce vehicle miles traveled. The Project is in a Transit Priority Area and a High-Quality Transit Area and would also be well-served by existing public transit. In addition, the Project would promote pedestrian activity through building design, open space and pedestrian options, streetscape amenities and bicycling opportunities. Furthermore, as detailed in Section IV.L, 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 supporting rideshare, carpool, and vanshare programs; providing bicycle amenities; offering incentives for using alternative travel modes; and providing information on TDM-related programs on-site. The Project would also include a Transportation Center for alternative transportation modes. As such, the Project would not conflict with this goal and corresponding objective and policy.</p>
<p>Policy 12-1.3: Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.</p>	<p>No Conflict. A TDM program would apply to the Project as it includes a significant non-residential component which would promote non-auto travel and reduce the number of vehicular trips. The TDM program detailed in Section IV.L, Transportation, of this Draft EIR, and outlined in the consistency analysis for Goal 12, Objective 12-1, and Policy 12-1.1 above, would be subject to review and approval by the Department of City Planning and LADOT prior to receiving a certificate of occupancy for the Project. As such, the Project would not conflict with this policy.</p>
Non-Motorized Transportation	
<p>Goal 13: Provide a system of safe, efficient and attractive bicycle and pedestrian facilities.</p>	<p>No Conflict. The Project would include various bicycle and pedestrian amenities, including 436 bicycle parking spaces, a bicycle rental facility, and a series of landscaped pedestrian walkways that transverse the Project Site. As</p>

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the Central City North Community Plan

Policy	Would the Project Conflict?
	such, the Project would not conflict with this goal.
Parking	
<p>Objective 14-1: To provide parking in appropriate locations in accordance with Citywide standards and community needs.</p> <p>Policy 14-1.2: New parking lots and garages shall be developed in accordance with design standards.</p>	<p>No Conflict. The Mixed Use Development Scenario would be required to and will provide 933 parking spaces in accordance with the requirements of the LAMC. These parking spaces would be provided in a six-level parking podium, which would be partially below grade and partially above grade. The portions of the parking that would be above grade would be wrapped in active uses or landscaping. An additional 168 parking spaces for the existing Elysian apartment building would also be provided within a five-level, partially subterranean parking structure (The Elysian Parking Facility). The Elysian Parking Facility would be located within the Courtyard Building footprint, closest to the Elysian, to minimize its visibility. Thus, the Project would not conflict with this objective and corresponding policy.</p>
Historic and Cultural Resources	
<p>Goal 17: Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.</p> <p>Objective 17-1: To ensure that the Community's historically significant resources are protected, preserved, and/or enhanced.</p>	<p>No Conflict. As analyzed in Section IV.B, Cultural Resources, of this Draft EIR, the Project would not significantly impact historic resources in the vicinity of the Project Site. As determined in the Historic Report prepared for the Project, the existing buildings on the Project Site do not qualify as historical resources. With respect to indirect impacts, there are two designated historical resources in the vicinity of the Project Site – the Angelino Heights Historic Preservation Overlay Zone (HPOZ), located across Sunset Boulevard from the Project Site; and the residence at 1001 Everett Street, located approximately 0.2 mile north of the Project Site. There are also three properties that were identified in SurveyLA as appearing eligible for designation. As concluded in Section IV.B, Cultural Resources, of this Draft EIR, the Project would not impact the integrity of the buildings within the Angelino Heights HPOZ nor would it impair in any way the features that convey the historic district's significance. Similarly, the Project would not diminish the architectural design or integrity of the residence at 1001 Everett Street and it would not cause a substantial adverse change in the significance of the three potential historical resources identified in SurveyLA. Therefore, the Project would not conflict with this goal or corresponding objective.</p>
<p>Source: <i>Eyestone Environmental, 2021.</i></p>	

Table 4
Applicable Goals of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS)

Goals	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 these goals apply at a regional level, the Project would be developed within an existing urbanized area that provides an established network of roads and freeways that provide local and regional access to the area, including the Project Site. In addition, the Project Site is served by a variety of nearby mass transit options, including a number of bus lines. Specifically, Metro provides a bus stop adjacent to the Project Site at Sunset Boulevard and Beaudry Avenue for Metro Bus Line 2/302 and Metro Bus Line 4, which run east/west along Sunset Boulevard. Metro Bus Line 2/302 and Metro Bus Line 4 connect Downtown Los Angeles with Pacific Palisades and West Los Angeles, respectively. Metro Rapid 704, which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. The Project Site is also located one block from a Metro Bus Line 10 stop that runs east/west along Temple Street. In addition, the Project Site is near the LADOT Dash Lincoln Heights/Chinatown bus line that connects with the Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles. The availability and accessibility of public transit in the Project area is documented by the Project Site’s location within a designated SCAG High-Quality Transit Area² and City of Los Angeles Transit Priority Area, as defined in the City’s Zoning Information File No. 2452. 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. Additionally, the Project would include a Transportation Center that would support multi-modal mobility options such as bicycle and scooter sharing services.. 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.</p>

² SCAG, GIS & Data Services, High Quality Transit Areas (HQTAs) SCAG Region, <http://gisdata.scag.ca.gov/Lists/GIS%20Static%20Maps%20List/DispForm.aspx?ID=15>, last modified on July 16, 2013. accessed on November 4, 2020. The RTP/SCS defines HQTAs as generally walkable transit villages or corridors that are within 0.5 mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.

Table 4 (Continued)
Applicable Goals of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS)

Goals	Would the Project Conflict?
<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 consistency analysis for Goal 2, above. In addition, the Project proposes to enhance pedestrian activity within and surrounding the Project Site by creating a pedestrian-oriented environment through the development of a high-density mix of uses that would serve the Project Site and the surrounding area. The Project would provide numerous dedicated entry points for pedestrians and would incorporate landscaped pedestrian walkways transecting the Project Site. Other landscaping features would be planted throughout the Project Site and along the adjacent streets, which would activate these streets and further contribute to a pedestrian-friendly environment. The introduction of ground-floor commercial uses that would be oriented toward Sunset Boulevard and Beaudry Avenue 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 and other forms of active transportation. As part of the Project, a designated Transportation Center to be located near pedestrian access would provide multi-modal mobility options such as bicycle and scooter sharing services to help improve the convenience of making trips without the use of a personal automobile. The Project would provide dedicated curb-side passenger loading areas on Alpine Street and Beaudry Avenue and an off-street pick-up/drop-off area at the Sunset Building near the corner of Beaudry Avenue and Sunset Boulevard. The Project would provide a new signalized pedestrian crosswalk across Sunset Boulevard at White Knoll Drive, install all-way stop-control at the existing crosswalk on Beaudry Avenue at Alpine Street, and widen the sidewalks adjacent to the Project Site, thereby enhancing safety within the Project Site. A TDM program is also proposed as part of the Project that would include strategies to promote non-automobile travel (i.e., active/non-motorized transportation, such as bicycling and walking). These Project characteristics would reduce vehicle miles traveled and improve air quality. As such, the Project would not conflict with this goal.</p>
<p>Goal 7: Actively encourage and create incentives for energy efficiency, where possible.</p>	<p>No Conflict. 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. In addition, the Project would include project design features aimed at improving energy efficiency and reducing energy consumption, as outlined in Section IV.E, Greenhouse Gas Emission, of this Draft EIR. This could include the incorporation of</p>

Table 4 (Continued)
Applicable Goals of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS)

Goals	Would the Project Conflict?
	energy-saving technologies and components such as LED lights, light- and motion-detection controls, and energy efficient HVAC equipment: the incorporation of energy efficient design methods and technologies, such as a centralized chiller plant with rooftop ventilation, high performance window glazing, and enhanced insulation to minimize solar heat gain; and the installation of high efficiency Energy Star-rated products and appliances. As such, the Project would not conflict with this goal.
<p>Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.</p>	<p>No Conflict. Refer to Goal 2 above. The Project’s design is based on principles of smart growth and environmental sustainability, as evidenced by its location within a highly urbanized area within walking distance of a variety of uses, including a major job center; mixed use composition; and proximity to public transit, including bus stops adjacent to the Project Site. Thus, the Project would not conflict with this goal.</p>
<p>Source: <i>Eyestone Environmental, 2021</i></p>	

Appendix J.2

Land Use Tables—No-Hotel Development Scenario

Appendix J.2

Land Use Tables—No-Hotel Development Scenario

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

Objective/Policy	Would the Project Conflict?
Land Use Chapter	
<p>Policy 3.1.3: Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.</p>	<p>No Conflict. The Project would provide common open space that would be generally publicly accessible during daytime hours in the form of gardens, courtyards, and terraces. The primary publicly accessible open space amenity would be a 20,925-square-foot courtyard (referred to as The Hill) that would be located at the center of the Project Site. The Hill would include active and passive recreation spaces such as family play features and a lawn with lounge furniture and views to the Downtown Los Angeles skyline. Interior common areas would include resident amenities such as fitness areas, game rooms, lounges and meeting rooms. In addition, a spa and other common areas such as a lobby with an outdoor terrace, lounge, meeting spaces, restaurants, and a rooftop pool would be included within the Sunset Building. Additional common and private open space areas are provided throughout the Project Site. The common open space proposed to be provided within the Project Site would total 93,050 square feet of open space, including approximately 77,075 square feet of exterior common open space; 9,075 square feet of interior common open space; and 6,900 square feet of private open space, in accordance with the requirements of the LAMC. The Project’s open space would serve to reduce the demand on park and recreational facilities in the vicinity of the Project Site, thereby reducing impacts to neighborhood parks and recreational facilities. Thus, the Project would not conflict with this policy. In accordance with LAMC requirements, the Project would also be subject to the payment of fees for the purpose of developing park and recreational facilities for new residents.</p>
<p>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</p>	<p>No Conflict. Pursuant to the California Environmental Quality Act (CEQA), the City of Los Angeles and the Project 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 prepared</p>

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

Objective/Policy	Would the Project Conflict?
<p>efforts to inform and involve environmental groups, especially environmental justice groups, in early planning stages through notification and two-way communication.</p>	<p>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. A public scoping meeting was held on May 30, 2018 at an Americans with Disabilities Act (ADA) accessible location to share information regarding the Project and the environmental review process and to receive written public comments regarding the scope and content of the environmental analysis. Public comments on the Draft EIR will also be received and a public hearing will be scheduled after the completion of the Final EIR. Thus, the Project does 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 traveled, and air pollution.</p> <p>Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/ bicycle access and use in appropriate locations.</p>	<p>No Conflict. The No-Hotel Development Scenario proposes up to 827 residential units (including up to 76 restricted affordable housing units), up to 48,000 square feet of office space, and up to 95,000 square feet of general commercial floor area within the Project Site. By providing this variety of uses within one site, the No-Hotel Development Scenario would facilitate a reduction of vehicle trips, vehicle miles traveled, as well as a reduction in air pollution as the shopping needs of on-site residents, and employees may be met within the Project Site, thereby eliminating the need for off-site trips. Additionally, the Project Site is an area well-served by public transit and would be adjacent to a Los Angeles County Metropolitan Transportation Authority (Metro) bus stop at Sunset Boulevard and Beaudry Avenue for Metro Bus Line 2/302 and Metro Bus Line 4, which run east/west along Sunset Boulevard. Metro Bus Line 2/302 and Metro Bus Line 4 connect Downtown Los Angeles with Pacific Palisades and West Los Angeles, respectively. Metro Rapid 704, which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. The Project Site is also located one block from a Metro Bus Line 10 stop that runs east/west along Temple Street. In addition, the Project Site is near the Los Angeles Department of Transportation (LADOT) Dash Lincoln Heights/Chinatown bus line that connects with the Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles. Furthermore, the Project would enhance pedestrian access along of the perimeter of the Project Site via new pedestrian walkways from West Knoll Drive, Alpine Street, Beaudry Avenue, and Sunset Boulevard. The No-Hotel Development Scenario would also provide 421 bicycle parking spaces for residents and visitors to promote use of alternative modes of transportation. Therefore, the No-Hotel Development Scenario would also provide for the development of land use patterns that emphasize</p>

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

Objective/Policy	Would the Project Conflict?
	pedestrian/bicycle access and use. The Project would promote the overall intent of this objective and corresponding policy, and, as such, the Project would not conflict with this objective and corresponding policy.
<p>Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.</p>	<p>No Conflict. The No-Hotel Development Scenario would provide for the stability and enhancement of the surrounding multi-family neighborhood by introducing new multi-family residential housing opportunities integrated with commercial and office uses within a site that is currently underutilized and developed with vacant buildings. In addition, the proposed commercial and office uses would provide new employment and commercial opportunities for the surrounding community. By providing a mixed use project with a variety of supporting uses within one site, the No-Hotel Development Scenario would facilitate a reduction of vehicle trips as the shopping needs of on-site residents, and employees may be met within the Project Site, thereby eliminating the need for off-site trips. Additionally, as discussed in Section IV.N.2, Utilities and Service Systems—Wastewater, of this Draft EIR, the existing 8-inch sewer line along Beaudry Avenue has negligible additional capacity. Thus, the Project would implement Project Design Feature WAS-PDF-1, which would require upsizing the existing 8-inch sewer line on Beaudry, in order to ensure adequate capacity is available. As discussed in Section IV.G. Hydrology and Water Quality, the Project would also implement Project BMPs in accordance with LID requirements, which would improve water quality and address flows within the Project Site. Overall, the Project would not conflict with this objective.</p>
<p>Policy 3.7.1: Accommodate the development of multi-family residential units in areas designated in the community plans.</p>	<p>No Conflict. The Project Site is designated as General Commercial and zoned C2-2D (Commercial Zone, Height District 2 with Development Limitation). The Project Site includes a permitted density of one unit per 400 square feet of lot area or one guest room per 200 square feet of lot area. The Project would introduce new multi-family residential units in an area primarily developed with residential and commercial uses. Specifically, north of the Elysian apartment building, across White Knoll Drive, are additional multi-family residential uses and an auto repair shop located at White Knoll Drive and Sunset Boulevard. Additional multi-family residential uses continue east of the Project Site, across Alpine Street. South of the Project Site, across Beaudry Avenue, are commercial uses and parking structures. West of the Project Site, across Sunset Boulevard, are a motel, a nightclub, and multi-family residential uses. 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>Policy 3.7.4: Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter.</p>	<p>No Conflict. The Project would improve the quality of new multi-family dwelling units based on the standards in the Urban Form and Neighborhood Design Chapter. Specifically, the No-Hotel Development Scenario would redevelop the Project Site, removing the four vacant buildings and constructing two new residential structures (Tower A, Tower B, and Sunset Building), and a commercial building that could contain office, retail, restaurant, and parking uses (the Courtyard Building). Additionally, the No-Hotel Development Scenario would incorporate numerous common and private open space and recreational amenities within the Project Site. The common open space would be accessible to the public during daytime hours in the form of gardens, courtyards, and terraces. The primary open space amenity would include active and passive recreation spaces such as family play features and a lawn with lounge furniture with views to the Downtown skyline. By replacing the existing vacant buildings with a new mixed use development and open space areas, the No-Hotel Development Scenario would upgrade and improve the quality of the development on the Project Site. The Project would not conflict with this policy.</p>
<p>Policy 3.13.5: Support the development of recreational and small parks in areas developed with mixed use structures.</p>	<p>No Conflict. The Project is a mixed use project including residential, office, and commercial uses within one site. The Project would provide common open space that would be generally publicly accessible during daytime hours in the form of gardens, courtyards, and terraces. The primary publicly accessible open space amenity would be a 20,925-square-foot courtyard (referred to as The Hill) that would be located at the center of the Project Site. The Hill would include active and passive recreation spaces such as family play features and a lawn with lounge furniture and views to the Downtown skyline. Interior common areas would include resident amenities such as fitness areas, game rooms, lounges and meeting rooms. In addition, a spa and other common areas such as a lobby with an outdoor terrace, lounge, meeting spaces, restaurants, and a rooftop pool would be included within the Sunset Building. The common open space proposed to be provided within the Project Site would total 93,050 square feet of open space, including approximately 77,075 square feet of exterior common open space; 9,075 square feet of interior common open space; and 6,900 square feet of private open space, in accordance with the requirements of the LAMC. The Project's open space would serve to reduce the demand on park and recreational facilities in the vicinity of the Project Site, thereby reducing impacts to neighborhood parks and recreational facilities. The Project would not conflict with</p>

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

Objective/Policy	Would the Project Conflict?
	this policy. In accordance with LAMC requirements, the Project would also be subject to the payment of fees for the purpose of developing park and recreational facilities for new residents.
<p>Policy 3.13.6: 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>No Conflict. By providing a mixed use project with a variety of supporting uses within one site, the Project would facilitate a reduction of vehicle trips as the shopping needs of on-site residents, and employees may be met within the Project Site, thereby eliminating the need for off-site trips. Additionally, the Project Site is an area well-served by public transit and would be adjacent to a Metro bus stop at Sunset Boulevard and Beaudry Avenue for Metro Bus Line 2/302 and Metro Bus Line 4, which run east/west along Sunset Boulevard. Metro Bus Line 2/302 and Metro Bus Line 4 connect Downtown Los Angeles with Pacific Palisades and West Los Angeles, respectively. Metro Rapid 704, which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. In addition, the Project Site is located one block from a Metro Bus Line 10 stop that runs east/west along Temple Street. Furthermore, the Project Site is near the LADOT Dash Lincoln Heights/Chinatown bus line that connects with the Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles. The No-Hotel Development Scenario would also provide 421 bicycle parking spaces for residents and visitors to promote use of alternative modes of transportation. As provided in Section IV.I, Noise, of this Draft EIR, the Project’s operational noise impacts would be less than significant. As discussed in detail in Policy 3.1.3 and in Policy 3.13.5, above, the Project would incorporate recreational and open space amenities to support the needs of the on-site residents and surrounding community. The Project would not conflict with this policy.</p>
<p>Objective 3.18: Provide for the stability and enhancement of multi-family residential, mixed use, and/or commercial areas of the City and direct growth to areas where sufficient public infrastructure and services exist.</p>	<p>No Conflict. Refer to Objective 3.7 above.</p>
<p>Housing Chapter</p>	
<p>Objective 4.1: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.</p>	<p>No Conflict. The Project would include the development of 827 residential units, which would include up to 76 restricted affordable housing units. The Project would introduce new housing opportunities in the area, including a variety of unit types (one- and two-bedroom units) and price ranges, as well as affordable housing units. 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>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.</p>	<p>No Conflict. The Project would include 827 multi-family housing units within an area that is designated as a Transit Priority Area and a High-Quality Transit Area. As previously discussed, the Project Site is located along a transit corridor and is well-served by public transit. There are bus stops and several bus lines that run adjacent to the Project Site. Specifically, Metro Bus Line 2/302 and Metro Bus Line 4, which run east/west along Sunset Boulevard, have a stop located adjacent to the Project Site at Sunset Boulevard and Beaudry Avenue. Metro Bus Line 2/302 and Metro Bus Line 4 connect Downtown Los Angeles with Pacific Palisades and West Los Angeles, respectively. Metro Rapid 704, which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. The Project Site is also located one block from a Metro Bus Line 10 stop that runs east/west along Temple Street. In addition, the Project Site is near the LADOT Dash Lincoln Heights/ Chinatown bus line that connects with the Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles.</p> <p>As discussed in the Initial Study prepared for the Project included in Appendix A of 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.</p>
<p>Urban Form and Neighborhood Design Chapter</p>	
<p>Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.</p>	<p>No Conflict. The Project Site is currently developed with four vacant structures and the Elysian apartment building (which is not part of the Project). The Project Site also currently has unmaintained landscaping, including trees, dispersed throughout the Project Site. The No-Hotel Development Scenario would redevelop the Project Site, removing the four vacant buildings and constructing four primary structures above an above grade and below grade parking podium, including three new residential structures (Tower A, Tower B and the Sunset Building), and a commercial building that could contain office, retail, restaurant, and parking uses (the Courtyard Building). In addition, a portion of the proposed residential uses would be provided in low-rise residential buildings scattered throughout the eastern and southern portions of the Project Site and around the base of the two residential towers. These low-rise residential buildings would be similar in scale to the off-site residential structures surrounding the Project Site. Additionally, the Project would incorporate numerous common and private open space and recreational amenities within the Project Site.</p>

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

Objective/Policy	Would the Project Conflict?
	<p>The common open space would be accessible to the public during daytime hours in the form of gardens, courtyards, and terraces. The primary open space amenity would include active and passive recreation spaces such as family play features and a lawn with lounge furniture with views to the Downtown skyline. By replacing the existing vacant buildings and unmaintained landscaping with new structures and well-maintained open space areas, the Project would enhance the livability of the neighborhood by upgrading the quality of development on the Project Site and improving the quality of the public realm. Thus, this Project would not conflict with this objective.</p>
<p>Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.</p>	<p>No Conflict. The Project would be designed to provide a highly active and open ground level where visibility is maximized. In addition, the Project would incorporate elements that promote individual and community safety. Specifically, as provided in Section IV.K.2, Public Services—Police Protection, of this Draft EIR, the Project would provide for the installation of a 24-hour security camera network throughout the Project Site; provide controlled access to all building elevators, residences, and resident-only common areas; train staff on security policies for the Project’s buildings; provide proper lighting of building entries and walkways to facilitate pedestrian orientation and clearly identify secure pedestrian travel routes between the parking areas and points of entry into the buildings; provide sufficient lighting of parking areas to maximize visibility and reduce areas of concealment; and design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites. By implementing these design strategies, the Project would help increase personal safety and reduce demand on police services. The Project would not conflict with this objective.</p>
<p>Open Space and Conservation Chapter</p>	
<p>Policy 6.3.3. Utilize development standards to promote development of public open space that is visible, thereby helping to keep such spaces and facilities as safe as possible.</p>	<p>No Conflict. The common open space for the Project would total 93,050 square feet of open space, including approximately 77,075 square feet of exterior common open space; 9,075 square feet of interior common open space; and 6,900 square feet of private open space, in accordance with LAMC requirements. The primary open space amenity (referred to as The Hill) would be a 20,925-square-foot courtyard located at the center of the Project Site. The Hill would include active and passive recreation such as family play features and a lawn with lounge furniture and views to the Downtown Los Angeles skyline. The Hill would be accessible to the general public during daytime hours. The Project would be designed to provide</p>

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

Objective/Policy	Would the Project Conflict?
	<p>a highly active and open ground level where visibility is maximized. In addition, the Project would incorporate elements that promote individual and community safety. Specifically, as provided in Section IV.K.2, Public Services—Police Protection, of this Draft EIR, the Project would provide for the installation of a 24-hour security camera network throughout the Project Site; provide controlled access to all building elevators, residences, and resident-only common areas; train staff on security policies for the Project’s buildings; provide proper lighting of building entries and walkways to facilitate pedestrian orientation and clearly identify secure pedestrian travel routes between the parking areas and points of entry into the buildings; provide sufficient lighting of parking areas to maximize visibility and reduce areas of concealment; and design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites. By implementing these design strategies, the Project would help increase personal safety. The Project would not conflict with this policy.</p>
<p>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.</p>	<p>No Conflict. The Project would support this City policy by providing a variety of open space areas within the Project Site that would be accessible to the public, including landscaped pedestrian walkways and the 20,925-square-foot The Hill. The Hill would include active and passive recreation spaces such as family play features and a lawn with lounge furniture and views to the Downtown skyline. In total, the No-Hotel Development Scenario would provide 93,050 square feet of open space, which is in accordance with LAMC requirements and would serve to reduce the demand on parks and recreational facilities in the vicinity of the Project Site, and, as such, the Project would not conflict with this policy.</p>
<p>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.</p> <p>a. Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other places that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.</p> <p>b. Encourage the improvement of open space, both on public and private property,</p>	<p>No Conflict. The Project Site does not currently provide any publicly accessible open space to the surrounding community. The Project would replace the existing uses within the Project Site with an integrated mixed use development that would provide a variety of publicly accessible open space areas, including landscaped walkways that would provide connectivity throughout the Project Site and adjacent uses and The Hill, a 20,925-square-foot courtyard. As such, the Project, a private development, would enhance the open space resources of the neighborhood and 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>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>Economic Development Chapter</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 is proposing a mix of land uses, including residential, office, and commercial. This mix of uses would support the City's objective to establish a balance of land uses that would help meet the needs of local residents and foster continued economic investment and growth. In addition, by providing a mix of uses on an underutilized site that has convenient access to public transit, as well as opportunities for walking and biking, the Project would facilitate a reduction in vehicle trips and vehicle miles traveled. This, along with the incorporation of project design features provided in Section IV.A, Air Quality, and Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, would facilitate a reduction in air pollution to ensure maximum feasible environmental quality. Therefore, the Project would not conflict with this objective.</p>
<p>Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.</p>	<p>No Conflict. The Project would include up to 95,000 square feet of new commercial development. The Project is within a Transit Priority Area and High-Quality Transit Area, as it is in the vicinity of numerous local and regional bus lines, several of which provide connections to Downtown subway stations. In particular, the Los Angeles County Metropolitan Transit Authority (Metro) provides a bus stop located at Sunset Boulevard and Beaudry Avenue. This stop includes the Metro Bus Line 2/302 that runs east/west along Sunset Boulevard. Metro Rapid 704, which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. Adjacent to the Project Site, Metro Bus Line 4 runs east/west along Sunset Boulevard and primarily east/west along Santa Monica Boulevard. This bus line connects Downtown Los Angeles with West Los Angeles. The Project Site is also located one block from a stop of Metro Bus Line 10 that runs east/west along Temple Street. In addition, the Project Site is near the LADOT Dash Lincoln Heights/Chinatown bus line that connects with the Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles. 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>Policy 7.2.5: Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.</p>	<p>No Conflict. As discussed in Objective 7.2 and Policy 7.2.3 above, the Project is a mixed use development including residential, office, and commercial uses within one site. The Project would include approximately 95,000 square feet of community-serving retail and restaurant uses and 48,000 square feet of office uses that would serve Project residents, employees, visitors, and the local neighborhood. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 7.6.3: Facilitate the inclusion of shopping facilities in mixed use developments that serve the needs of local residents and workers. If necessary, consider utilizing financing techniques such as land write-downs and density bonuses.</p>	<p>No Conflict. Refer to the consistency analysis for 7.2.5 above.</p>
<p>Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City’s work force to both live and work in the City.</p>	<p>No Conflict. The No-Hotel Development Scenario would include 827 multi-family housing units within an area that is designated as a Transit Priority Area and a High-Quality Transit Area. The available housing units would primarily be located within two towers (with the balance of the units provided in numerous low-rise residential structures located near the towers) with varying options including one- and two-bedroom apartments, as well as 76 units that are designated as restricted affordable housing units. The proposed low-rise residential buildings would be scattered throughout the eastern and southern portions of the Project Site and around the base of the two residential towers. As previously discussed, the Project Site is located along a transit corridor and is well-served by public transit. There are bus stops and several bus lines that run adjacent to the Project Site. Specifically, Metro Bus Line 2/302 and Metro Bus Line 4, which run east/west along Sunset Boulevard, have a stop located adjacent to the Project Site at Sunset Boulevard and Beaudry Avenue. Metro Bus Line 2/302 and Metro Bus Line 4 connect Downtown Los Angeles with Pacific Palisades and West Los Angeles, respectively. Metro Rapid 704, which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. The Project Site is also located one block from a Metro Bus Line 10 stop that runs east/west along Temple Street. In addition, the Project Site is near the LADOT Dash Lincoln Heights/Chinatown bus line that connects with the Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles. Therefore, the Project would provide for a range of housing types in an area well served by public transit. Thus, 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?
Transportation Chapter/Mobility Plan 2035	
<p>Policy 1.1: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.</p>	<p>No Conflict. The Project would include a designated Transportation Center located near pedestrian access that would provide multi-modal mobility options such as bicycle and scooter sharing services to help improve the convenience of making trips without the use of a personal automobile. The Project would provide dedicated curbside passenger loading areas on Alpine Street and Beaudry Avenue and an off-street pick-up/drop-off area at the Sunset Building near the corner of Beaudry Avenue and Sunset Boulevard. The Project would provide a new signalized pedestrian crosswalk across Sunset Boulevard at White Knoll Drive, install all-way stop-control at the existing crosswalk on Beaudry Avenue at Alpine Street, and widen the sidewalks adjacent to the Project Site, thereby enhancing safety within the Project Site. As discussed in Section IV.L, Transportation, of this Draft EIR, the Project Site would provide numerous dedicated entry points for pedestrians and bicycles. Pedestrian access would be enhanced along the perimeter of the Project Site and would be provided via new pedestrian walkways from White Knoll Drive, Alpine Street, Beaudry Avenue, and Sunset Boulevard. The commercial uses along Sunset Boulevard would also be accessible from entrances along Sunset Boulevard and Beaudry Avenue. The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. In addition, no feature of the Project’s design would preclude the implementation of future bicycle lanes on Sunset Boulevard. The Project’s access locations would all be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City’s requirements to protect pedestrian safety. In addition, the proposed driveways to the new parking structure would be designed to limit potential impediments to visibility and incorporate pedestrian warning systems, if and to the extent necessary. The Project would also maintain existing sidewalks and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site. Overall, the Project would not substantially increase hazards to bicyclists, pedestrians, or vehicles, or otherwise adversely affect the performance or safety of such facilities. As such, the Project would not conflict with this policy.</p>
<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 Section IV.L, Transportation, of this Draft EIR, a Construction Management Plan (Project Design Feature TR-PDF-1) would be prepared and implemented as part of the Project to minimize</p>

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

Objective/Policy	Would the Project Conflict?
	<p>potential construction impacts to the surrounding area related to construction trucks, worker trips, and any possible sidewalk and lane closures. The Construction 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 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>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 be designed to promote walkability on the Project Site and in the vicinity of the Project Site. Specifically, the Project would enhance pedestrian activity within and surrounding the Project Site by providing pedestrian access and connections to and from the surrounding area. The Project would provide numerous dedicated entry points for pedestrians and would incorporate landscaped pedestrian walkways transecting the Project Site. The Project would also include a Transportation Center, which would provide alternative mobility options such as bicycle and scooter sharing services. The introduction of ground-floor commercial uses that would be oriented toward Sunset Boulevard and Beaudry Avenue would also serve to activate the street and promote walkability. The Project would provide dedicated curb-side passenger loading areas on Alpine Street and Beaudry Avenue and an off-street pick-up/drop-off area in front of the Sunset Building. Additionally, the Project would widen the sidewalks adjacent to the Project Site, provide a new signalized pedestrian crossing point with continental crosswalks on Sunset Boulevard at White Knoll Drive, and install all-way stop-control at the existing crosswalk on Beaudry Avenue at Alpine Street. All Project parking would be located behind or below the level of Project buildings and all parking areas would be hidden or screened from the street. There would be several access points to the parking structure around the Project Site, located in such a way as to minimize interaction between vehicles and pedestrians. Furthermore, 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.</p>

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

Objective/Policy	Would the Project Conflict?
<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. As discussed above in Policy 1.1 of Mobility Plan 2035, pedestrian access would be enhanced along the perimeter of the Project Site and would be provided via new pedestrian walkways from White Knoll Drive, Alpine Street, Beaudry Avenue, and Sunset Boulevard. The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. In addition, no feature of the Project’s design would preclude the implementation of future bicycle lanes on Sunset Boulevard. As previously described, the Project is located in an area well-served by public transit with a bus stop providing access to several transit lines located adjacent to the Project Site at Sunset Boulevard and Beaudry Avenue. The Project would not obstruct access to this transit stop. The Project would provide dedicated curb-side passenger loading areas and an off-street pick-up/drop-off area in front of the Sunset Building. In addition, the proposed Transportation Center would provide alternative mobility options such as bicycle and scooter sharing services to help improve the convenience of making trips without the use of a personal automobile. The Project would also provide adequate vehicular access in and out of the Project Site via the existing streets surrounding the Project Site. Thus, the Project would recognize and provides opportunities for the use of all modes of travel and would not conflict with this policy.</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 promote equitable land use decisions that result in fewer vehicle trips by providing a new development consisting of a mix of uses in proximity to jobs (including those that would be offered on-site and Downtown Los Angeles), destinations, and other neighborhood services in an area that is well-served by transit. Therefore, the Project would be not conflict with this policy.</p>
<p>Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.</p>	<p>No Conflict. The Project Site is in an area well-served by public transit. Specifically, Metro Bus Line 2/302 and Metro Bus Line 4, which run east/west along Sunset Boulevard, have a stop located adjacent to the Project Site at Sunset Boulevard and Beaudry Avenue. Metro Bus Line 2/302 and Metro Bus Line 4 connect Downtown Los Angeles with Pacific Palisades and West Los Angeles, respectively. Metro Rapid 704, which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. The Project Site is also located one block from a Metro Bus Line 10 stop that runs east/west along Temple Street. In addition, the Project Site is near the LADOT Dash Lincoln Heights/Chinatown bus line that connects with the</p>

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

Objective/Policy	Would the Project Conflict?
	Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles. Thus, residents, workers, and visitors of the Project would be well-served by affordable, efficient, 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.
Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	No Conflict. In accordance with the requirements of the LAMC, the No-Hotel Development Scenario would include 421 bicycle parking spaces including 340 long-term and 81-short term spaces. The Project would not conflict with this policy.
Policy 4.8: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	No Conflict. As provided in Section IV.L, Transportation, of this Draft EIR, the Project would include implementation of a Transportation Demand Management (TDM) Program (Project Design Feature TR-PDF-2) that would promote non-auto travel and reduce the use of single-occupant vehicle trips for residents and office employees on the Project Site. These strategies may include supporting rideshare, carpool, and vanshare programs; providing bicycle amenities; offering incentives for using alternative travel modes; and providing information on TDM-related programs on-site. Therefore, the Project would not conflict with this policy.
Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.	No Conflict. The mixed use nature of the Project would provide the opportunity for people to live, work, and play within one site, thereby reducing vehicle miles traveled. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transit. The Project would also promote pedestrian activity by enhancing pedestrian access along the perimeter of the Project Site. The ground floor commercial uses and streetscape improvements proposed by the Project would further promote walkability and reduce vehicle miles traveled per capita. The Project would also provide bicycle parking to encourage use of alternative modes of transportation. Furthermore, the Project would implement a TDM Program to promote non-auto travel and reduce the use of single-occupant vehicle trips. Therefore, the Project would support ways to reduce vehicle miles traveled per capita and, as such, would not conflict with this policy.
Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	No Conflict. While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the Project would not inhibit the City's implementation of this policy. The Project would support this policy by providing parking spaces that are equipped with electric vehicle charging stations, as identified in Project Design

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

Objective/Policy	Would the Project Conflict?
	Feature GHG-PDF-2 in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR. Therefore, the Project would not conflict with this policy.
Infrastructure and Public Services Chapter	
<p>Goal 9A: Adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.</p>	<p>No Conflict. While this is a citywide goal, with regard to wastewater, as discussed in Section IV.N.2, Utilities and Service Systems—Wastewater, of 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. Additionally, as discussed in Section IV.N.2, Utilities and Service Systems—Wastewater, of this Draft EIR, the existing 8-inch sewer line along Beaudry Avenue has negligible additional capacity. Thus, the Project would implement Project Design Feature WAS-PDF-1, which would require upsizing the existing 8-inch sewer line on Beaudry, in order to ensure adequate capacity is available. Overall, the Project would not conflict with this goal.</p>
<p>Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.</p>	<p>No Conflict. The Project would not generate hazardous substances that would be disposed of into the sewer system. In addition, as discussed in Section IV.G, Hydrology and Water Quality, of this Draft EIR, pursuant to the Stormwater Pollution Prevention Plan (SWPPP) that would be implemented by the Project as required under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, the Project would implement BMPs and other erosion control measures to minimize the discharge of pollutants that could be carried off in stormwater runoff. The Project would also comply with the Standard Urban Stormwater Mitigation Plans (SUSMP) requirements during the operational life of the Project to reduce the discharge of polluted runoff from the Project Site. The Project would also be required to comply with the County’s LID Standards Manual and the City’s LID Ordinance, which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. As such, the Project would not conflict with this policy.</p>
<p>Goal 9B: A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.</p> <p>Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.</p>	<p>No Conflict. As discussed in Section IV.G, Hydrology and Water Quality, of this Draft EIR, the Project would not substantially alter the Project Site drainage patterns in a manner that would result in substantial erosion, siltation, or flooding on- or off-site. Furthermore, pursuant to the Stormwater Pollution Prevention Plan (SWPPP) that would be implemented by the Project as required under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, the Project would implement BMPs and other erosion control measures to minimize the</p>

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

Objective/Policy	Would the Project Conflict?
	<p>discharge of pollutants in stormwater runoff. The Project would also comply with the Standard Urban Stormwater Mitigation Plans (SUSMP) requirements during the operational life of the Project to reduce the discharge of polluted runoff from the Project Site. The Project would also be required to comply with the County’s LID Standards Manual and the City’s LID Ordinance, which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. As such, the Project would not conflict with this policy.</p>
<p>Goal 9C: Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.</p> <p>Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.</p>	<p>Consistent. As evaluated in the Water Supply Assessment prepared by LADWP and summarized in Section IV.N.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, the Los Angeles Department of Water and Power’s (LADWP) current and projected available water supplies for normal, single-dry, and multiple-dry years would be sufficient to meet the Project’s water demand in addition to the existing and planned future water demands within LADWP’s service area through the year 2040. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Thus, the Project would be consistent with this goal and objective.</p>
<p>Source: <i>Eyestone Environmental, 2021.</i></p>	

**Table 2
Applicable Objectives and Policies of the General Plan Housing Element 2013–2021**

Policy	Would the Project Conflict?
<p>Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city’s households.</p>	<p>No Conflict. The No-Hotel Development Scenario would develop up to 827 units, consisting of one- and two-bedroom residential units, and would include up to 76 restricted affordable housing units. Thus, the Project would incrementally advance the goal of generating more housing for the region in a developed, infill location. In addition, no housing would be displaced by the Project. As such, the Project would not conflict with this policy.</p>
<p>Policy 2.1.1: Establish development standards and policing practices that reduce the likelihood of crime.</p>	<p>No Conflict. As discussed in Section IV.K.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 24-hour/seven-day security plan to ensure the safety of residents, employees, and visitors to the Project Site. The security plan could include a 24-hour security camera network throughout the Project Site, controlling access to the all buildings, maintaining security staff on-site, and training staff on security policies for the Project’s buildings. In addition, the Project would provide lighting of buildings and walkways to facilitate 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, elevators, and lobbies 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. Thus, the Project would not conflict with this policy.</p>
<p>Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.</p> <p>Policy 2.2.1: Provide incentives to encourage the integration of housing with other compatible land uses.</p>	<p>No Conflict. The No-Hotel Development Scenario would develop a diverse mix of uses, including residential, commercial (retail/restaurant), and office, that would support the housing and employment needs of local residents and would be compatible with the variety of residential and commercial uses surrounding the Project Site. The proposed 827 residential units would include up to 76 restricted affordable housing units, which would provide housing for residents with a mix of incomes. In addition, the 48,000 square feet of office space and up to 95,000 square feet of general commercial floor area proposed by the Project would provide new employment and commercial opportunities for the surrounding community. The Project would provide a variety of amenities, including approximately 77,075 square feet of exterior common open space; 9,075 square feet of interior common open space; and 6,900 square feet of private open space. Exterior amenities would include gardens, courtyards, and</p>

Table 2 (Continued)
Applicable Objectives and Policies of the General Plan Housing Element 2013–2021

Policy	Would the Project Conflict?
	<p>terraces, as well as The Hill, a publicly-accessible 20,925-square-foot courtyard that would include active and passive recreation spaces such as family play features and a lawn with lounge furniture and views to the Downtown Los Angeles skyline. Interior common areas would include resident amenities such as fitness areas, game rooms, lounges and meeting rooms. In addition, a spa and other common areas such as a lobby with an outdoor terrace, lounge, meeting spaces, restaurants, and a rooftop pool would be included within the Sunset Building. As previously discussed, the Project would be located in proximity to a variety of public transit options. Additionally, the Project’s design is based on principles of smart growth and environmental sustainability, as evidenced by its mixed use composition, emphasis on walkability and public open space, bike-friendly environment, and proximity to public transit including bus stops adjacent to the Project Site. 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.</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 previously noted, the Project’s design is based on principles of smart growth and environmental sustainability, as evidenced by its location within a highly urbanized areas within walking distance of a variety of uses, including a major job center; mixed use composition; and proximity to public transit, including bus stops adjacent to the Project Site. Furthermore, 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, thereby reducing associated greenhouse gas emissions, and help to minimize the impact on natural resources and infrastructure. Thus, the Project would not conflict with this objective.</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.N.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, the Project would incorporate project design features to support water conservation. More specifically, the proposed buildings would be equipped with high efficiency toilets, low-flow showerheads and faucets, ENERGY STAR residential clothes washer and dishwashers, domestic water heating systems that are located in close proximity of the point(s) of use, individual metering and billing for residential and commercial water use, water-saving pool filter (or reuse of pool backwash</p>

Table 2 (Continued)
Applicable Objectives and Policies of the General Plan Housing Element 2013–2021

Policy	Would the Project Conflict?
	water for irrigation), and pool/spa recirculating filtration equipment. Thus, the Project would not conflict with this policy.
<p>Policy 2.3.3: Promote and facilitate reduction of energy consumption in new and existing housing.</p>	<p>No Conflict. 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. In addition, the Project would include project design features aimed at improving energy efficiency and reducing energy consumption, as outlined in Section IV.E, Greenhouse Gas Emission, of this Draft EIR. Overall, as evaluated in Section IV.C, Energy Conservation, 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>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 prepared for the Project included in Appendix A of this Draft EIR, pursuant to the requirements of Senate Bill 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 939, Assembly Bill 341, Assembly Bill 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>Policy 2.4.3: 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.</p>	<p>No Conflict. The Project would provide a variety of open space and recreational areas within the Project Site, including gardens, courtyards, and terraces. The primary open space amenity would be The Hill, which is a 20,925-square-foot courtyard that would be located at the center of the Project Site and would include active and passive recreation spaces such as family play features and a lawn with lounge furniture. Additional common and private open space areas would be provided throughout the Project Site. The Project would also incorporate landscaped pedestrian walkways transecting the Project Site and would improve the streetscapes around the Project Site. In total, the Project would provide approximately 93,050 square feet of open space, which would meet the open space requirements</p>

Table 2 (Continued)
Applicable Objectives and Policies of the General Plan Housing Element 2013–2021

Policy	Would the Project Conflict?
	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.
<hr/> <p><i>Source: Eyestone Environmental, 2021.</i></p>	

**Table 3
Applicable Goals, Objectives, and Policies of the Central City North Community Plan**

Policy	Would the Project Conflict?
Residential	
<p>Goal 1: A safe, secure, and high-quality residential environment for all economic, age, and ethnic segments of the community.</p>	<p>No Conflict. The No-Hotel Development Scenario would develop a high-quality residential environment consisting of 827 residential units, with 76 of the units being restricted for affordable housing. The Project would include numerous operational design features to enhance safety within, and immediately surrounding, the Project Site. This would include a 24-hour/seven-day security plan to ensure the safety of residents, employees, and visitors to the Project Site. The security plan could include a 24-hour security camera network throughout the Project Site, controlling access to all buildings, maintaining security on-site, and training staff on security policies for the Project's buildings. In addition, the Project would provide lighting of buildings and walkways to facilitate 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, elevators, and lobbies 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. The Project would not conflict with this goal.</p>
<p>Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Central City North Plan area to the year 2010.</p>	<p>No Conflict. The Project Site currently comprises a 262,437-square-foot lot with five buildings. Four of the five buildings are currently vacant, while the remaining building is currently occupied by the Elysian apartments, which is not part of the Project. The Elysian apartments would remain on-site while the vacant buildings would be removed to allow for development of the Project. The No-Hotel Development Scenario would include 827 units, including 76 affordable housing units. The Project would provide for a variety of unit types, including one- and two-bedroom units to meet the diverse economic and physical needs of the City's residents. The Project would not conflict with this objective.</p>
<p>Objective 1-2: Locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.</p>	<p>No Conflict. The Project would consist of a mix of uses, including 827 residential units, within area that is designated as a Transit Priority Area and High-Quality Transit Area. The mixed use nature of the Project would provide the opportunity for people to live, work, and play within one site, thereby further reducing vehicular trips. Vehicle trips would also be expected to be reduced due to the Project Site's proximity to a Downtown job node which can be walked to and or accessed via transit. There are bus stops and several bus lines that run adjacent to the Project Site. Specifically, Metro Bus Line 2/302 and Metro Bus Line 4, which run east/west along Sunset Boulevard, have a stop</p>

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the Central City North Community Plan

Policy	Would the Project Conflict?
	located adjacent to the Project Site at Sunset Boulevard and Beaudry Avenue. Metro Bus Line 2/302 and Metro Bus Line 4 connect Downtown Los Angeles with Pacific Palisades and West Los Angeles, respectively. Metro Rapid 704, which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. The Project Site is also located one block from a Metro Bus Line 10 stop that runs east/west along Temple Street. In addition, the Project Site is near the LADOT Dash Lincoln Heights/Chinatown bus line that connects with the Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles. Thus, the Project would not conflict with this objective.
<p>Policy 1-2.1: Encourage multiple residential development in commercial zones.</p>	<p>No Conflict. The Project Site is designated by the LAMC as General Commercial and zoned C2-2D (Commercial zone, Height District 2 with Development Limitation). The Project would include a mix of residential, commercial, and office uses, thereby providing the opportunity for people to live, work, and play within one site. In addition, advancing the Central City North Community Plan’s Policy 1-2.1 by providing multi-family residential development within a Project Site that is commercially zoned is one of the Project’s basic and fundamental objectives. As such, the Project would not conflict with this policy.</p>
<p>Policy 1-3.1: Seek a high degree of architectural and landscaping for new infill development to protect the character and scale of the existing residential neighborhoods.</p>	<p>No Conflict. The Project would not be out of character with the surrounding area, which is an urbanized neighborhood that is characterized by a mix of land uses, including residential and commercial uses at various densities, heights, and scales of development. Specifically, the Project would create an integrated site with a mix of residential, hospitality, office, and commercial uses within several new structures that would extend above and around a six-level parking podium that is partially below and partially above grade and be dispersed across the Project Site. While the Project would increase the height, density, and mass of on-site structures as compared to existing conditions, 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 Project would also incorporate numerous on-site common and private open space and recreational amenities. The Project would provide common open space that would be generally publicly accessible during daytime hours in the form of gardens, courtyards, and terraces. The primary open space amenity would be a 20,925-square-foot courtyard (referred to as The Hill) that would be located at the center of the Project Site. The Hill would include active and passive recreation spaces such as family play features and a lawn with lounge furniture and views to the</p>

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the Central City North Community Plan

Policy	Would the Project Conflict?
	<p>Downtown Los Angeles skyline. Additional common and private open space areas, such as gardens and terraces, would be provided throughout the Project Site. The Project would not conflict with this policy.</p>
<p>Policy 1-3.2: Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are permitted.</p>	<p>No Conflict. The Project would introduce 827 new residential units on the Project Site, which would increase the residential density on the Project Site. However, the proposed residential land uses would not be out of character with the surrounding area, which is an urbanized neighborhood that is characterized by a mix of land uses, including residential and commercial uses at various densities, and scales of development. The mix of uses to be provided within the Project Site, as well as the Project Site’s proximity to an array of public transit opportunities, would further enhance the livability of the neighborhood.</p> <p>The Project’s potential impacts on services and public facilities have been analyzed in Section IV.K, Public Services, of this Draft EIR. As concluded in Section IV.K, Public Services, of this Draft EIR, the Project would not have a significant impact on services or public facilities. The Project’s potential impacts on utility services have been analyzed in Section IV.N, Utilities and Service Systems, of this Draft EIR. As concluded therein, the Project would not have a significant impact on utility services. In addition, impacts on traffic levels have been analyzed in Section IV.L, Transportation, of this Draft EIR. As concluded therein, traffic impacts associated with vehicle miles traveled would be less than significant. In addition, as discussed in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project would result in a reduction in vehicle miles traveled of approximately 79 percent for residential uses and a reduction of 64 percent for employees in comparison to a standard project as estimated by California Emissions Estimator Model (CalEEMod). This reduction is attributable to several Project characteristics that are aimed at increasing sustainability. Specifically, the Project represents an infill development within an existing urbanized area that would concentrate new residential, office, and commercial uses within a Transit Priority Area and a High-Quality Transit Area. The Project is well-served by public transit, with a total of 37 local bus routes within a quarter mile of the Project Site. The Project would also provide 421 bicycle parking spaces and would be designed to encourage walkability through a mix of uses combined with open space and pedestrian enhancements. Thus, based on the above, the Project would not conflict with the intent of this policy.</p>

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the Central City North Community Plan

Policy	Would the Project Conflict?
Policy 1-4.1: Promote greater individual choice in type, quality, price, and location of housing.	No Conflict. The No-Hotel Development Scenario proposes up to 827 residential units with varying options, including one- and two-bedroom apartments, as well as 76 units that are designated as restricted affordable housing units. This would promote individual choice in the type, quality, price, and location of housing, and therefore the Project would not conflict with this policy.
Policy 1-4.2: Ensure that new housing opportunities minimize displacement of the existing residents.	No Conflict. No housing would be removed as part of the Project. Housing within the existing Elysian apartments would also remain on-site and would not be removed as part of the Project. Therefore, the Project would not displace any existing housing located on the Project Site and the Project would not conflict with this policy.
Commercial	
Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.	No Conflict. Part of the Project’s mixed use development includes up to 95,000 square feet of general commercial floor area. The Project would strengthen viable commercial development in the community and provide additional opportunities for new commercial development and services. This Project would not conflict with this goal.
Recreation and Parks Facilities	
<p>Goal 4: Provide adequate recreation and park facilities which meet the needs of the residents in the Plan Area.</p> <p>Policy 4-1.1: Preserve the existing recreational facilities and park space.</p>	No Conflict. As outlined in Section II, Project Description, of this Draft EIR, providing adequate recreation and park facilities that meet the needs of the residents in the Community Plan area is one of the one of the Project’s basic objectives. The Project would provide a variety of open space and recreational areas within the Project Site, including gardens, courtyards, and terraces. The primary publicly accessible open space amenity would be a 20,925-square-foot courtyard (referred to as The Hill) that would be located at the center of the Project Site and would include active and passive recreation spaces such as family play features and a lawn with lounge furniture. Additional common and private open space areas would be provided throughout the Project Site. In total, the No-Hotel Development Scenario would provide approximately 93,050 square feet of open space, which would meet the open space requirements set forth by the LAMC and would serve to reduce the demand on park and recreational facilities in the vicinity of the Project Site. In addition, the Project would not remove any existing recreational facilities or park space. Thus, the Project would not conflict with this goal or corresponding policy.
Open Space	
Policy 5-1.1: Encourage the retention of passive and visual open space which provides a balance to the urban development of the	No Conflict. The No-Hotel Development Scenario would provide a total of approximately 93,050 square feet of open space, which would primarily include passive open space

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the Central City North Community Plan

Policy	Would the Project Conflict?
Plan Area.	areas. As such, the Project would not conflict with this policy.
Schools	
<p>Goal 6: Appropriate locations and adequate facilities for schools to serve the needs of the existing and future population.</p>	<p>No Conflict. As analyzed in Section IV.K.3, Public Services—Schools, of this Draft EIR, there are currently three LAUSD schools that serve the Project Site. Based on studies on current capacity and projected future enrollment, the schools serving the Project Site and surrounding area are currently projected to be overcrowded. However, no new school construction is currently planned.¹ Notwithstanding, pursuant to SB 50, the Project Applicant would be required to pay development fees for schools to LAUSD prior to the issuance of the Project’s building permit. LAUSD collects development fees for new construction within its district boundaries. Pursuant to Government Code Section 65995, the payment of these fees fully removes all Project-related school impacts. Therefore, payment of the applicable development school fees to the LAUSD would offset the potential impact of additional student enrollment at schools serving the Project Site. Thus, the Project would not conflict with this goal.</p>
Libraries	
<p>Goal 7: Ensure that adequate library facilities are provided for the community’s residents.</p>	<p>No Conflict. As analyzed in Section IV.K.5, 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 Richard J. Riordan Central Library, the Chinatown Branch Library, the Little Tokyo Branch Library, and the Pico Union Branch Library. As concluded in Section IV.K.5, 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.</p>

¹ Letter from Rena Perez, Director of Master Planning and Demographics, LAUSD Facilities Services Division, dated October 10, 2018. See Appendix N of this Draft EIR.

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the Central City North Community Plan

Policy	Would the Project Conflict?
Police Protection	
Objective 8-1: To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.	No Conflict. As provided by the LAPD in its letter included in Appendix N of this Draft EIR, the Project would have a minor impact on police services in the Central Area. Therefore, the Project’s impact on police services would be less than significant. 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 capability to serve the Project Site. The Project would not conflict with this objective.
Policy 8-2.2: Insure that landscaping around buildings be placed so as not to impede visibility.	No Conflict. 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.K.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. Therefore, the Project would not conflict with this policy.
Policy 8-2.3: Insure adequate lighting around residential, commercial, and industrial buildings in order to improve security.	No Conflict. 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.K.2, Public Services—Police Protection, of this Draft EIR, the Project would provide lighting of buildings and walkways to facilitate 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 include low-level security lighting during construction (POL-PDF-1). Thus, the Project would not conflict with this policy.
Policy 8-2.4: Insure that recreational facilities in multiple family residential complexes are designed to provide adequate visibility security.	No Conflict. As described in the consistency analysis for Policy 8-2.2 above, building entrances and exits, open spaces around buildings, and pedestrian walkways would be designed to be open and in view of surrounding sites. Additionally, the Project would include a security plan to ensure the safety of its residents and site visitors, which could include a 24-hour security camera network installed throughout the parking structure, the elevators, the common and amenity spaces, the lobby areas, and the rooftop and ground level outdoor open spaces. Therefore, the Project would not conflict with this policy.

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the Central City North Community Plan

Policy	Would the Project Conflict?
Fire Protection	
<p>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.</p>	<p>No Conflict. As provided in Section IV.K.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.K.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.</p>
Transportation	
<p>Goal 12: Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.</p> <p>Objective 12-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.</p> <p>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.).</p>	<p>No Conflict. The mixed use nature of the Project provides the opportunity for people to live, work, and play within one site and thus reduce vehicle miles traveled. The Project is in a Transit Priority Area and a High-Transit Area and would also be well-served by existing public transit. In addition, the Project would promote pedestrian activity through building design, open space and pedestrian options, streetscape amenities and bicycling opportunities. Furthermore, as detailed in Section IV.L, 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 supporting rideshare, carpool, and vanshare programs; providing bicycle amenities; offering incentives for using alternative travel modes; and providing information on TDM-related programs on-site. The Project would also include a Transportation Center for alternative transportation modes. As such, the Project would not conflict with this goal and corresponding objective and policy.</p>
<p>Policy 12-1.3: Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.</p>	<p>No Conflict. A TDM program would apply to the Project as it includes a significant non-residential component, which would promote non-auto travel and reduce the number of vehicular trips. The TDM program detailed in Section IV.L, Transportation, of this Draft EIR, and outlined in the consistency analysis for Goal 12, Objective 12-1, and Policy 12-1.1 above, would be subject to review and approval by the Department of City Planning and LADOT prior to receiving a certificate of occupancy for the Project. As such, the Project would not conflict with this policy.</p>
Non-Motorized Transportation	
<p>Goal 13: Provide a system of safe, efficient and attractive bicycle and pedestrian facilities.</p>	<p>No Conflict. The Project would include various bicycle and pedestrian amenities, including 421 bicycle parking spaces, a bicycle rental facility, and a series of landscaped pedestrian walkways that transverse the Project Site. As</p>

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the Central City North Community Plan

Policy	Would the Project Conflict?
	such, the Project would not conflict with this goal.
Parking	
<p>Objective 14-1: To provide parking in appropriate locations in accordance with Citywide standards and community needs.</p> <p>Policy 14-1.2: New parking lots and garages shall be developed in accordance with design standards.</p>	<p>No Conflict. The No-Hotel Development Scenario would be required to and will provide 907 parking spaces in accordance with the requirements of the LAMC. These parking spaces would be provided in a six-level parking podium, which would be partially below grade and partially above grade. The portions of the parking that would be above grade would be wrapped in active uses or landscaping. An additional 168 parking spaces for the existing Elysian apartment building would also be provided within a five-level, partially subterranean parking structure (The Elysian Parking Facility). The Elysian Parking Facility would be located within the Courtyard Building footprint to minimize its visibility. Thus, the Project would not conflict with this objective and corresponding policy.</p>
Historic and Cultural Resources	
<p>Goal 17: Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.</p> <p>Objective 17-1: To ensure that the Community’s historically significant resources are protected, preserved, and/or enhanced.</p>	<p>No Conflict. As analyzed in Section IV.B, Cultural Resources, of this Draft EIR, the Project would not significantly impact historic resources in the vicinity of the Project Site. As determined in the Historic Report prepared for the Project, the existing buildings on the Project Site do not qualify as historical resources. With respect to indirect impacts, there are two designated historical resources in the vicinity of the Project Site – the Angelino Heights Historic Preservation Overlay Zone (HPOZ), located across Sunset Boulevard from the Project Site; and the residence at 1001 Everett Street, located approximately 0.2 mile north of the Project Site. There are also three properties that were identified in SurveyLA as appearing eligible for designation. As concluded in Section IV.B, Cultural Resources, of this Draft EIR, the Project would not impact the integrity of the buildings within the Angelino Heights HPOZ nor would it impair in any way the features that convey the historic district’s significance. Similarly, the Project would not diminish the architectural design or integrity of the residence at 1001 Everett Street and it would not cause a substantial adverse change in the significance of the three potential historical resources identified in SurveyLA. Therefore, the Project would not conflict with this goal or corresponding objective.</p>
<p>Source: <i>Eyestone Environmental, 2021.</i></p>	

**Table 4
Applicable Goals of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS)**

Goals	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 these goals apply at a regional level, the Project would be developed within an existing urbanized area that provides an established network of roads and freeways that provide local and regional access to the area, including the Project Site. In addition, the Project Site is served by a variety of nearby mass transit options, including a number of bus lines. Specifically, Metro provides a bus stop adjacent to the Project Site at Sunset Boulevard and Beaudry Avenue for Metro Bus Line 2/302 and Metro Bus Line 4, which run east/west along Sunset Boulevard. Metro Bus Line 2/302 and Metro Bus Line 4 connect Downtown Los Angeles with Pacific Palisades and West Los Angeles, respectively. Metro Rapid 704, which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. The Project Site is also located one block from a Metro Bus Line 10 stop that runs east/west along Temple Street. In addition, the Project Site is near the LADOT Dash Lincoln Heights/Chinatown bus line that connects with the Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles. The availability and accessibility of public transit in the Project area is documented by the Project Site’s location within a designated SCAG High-Quality Transit Area² and City of Los Angeles Transit Priority Area, as defined in the City’s Zoning Information File No. 2452. 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. Additionally, the Project would include a Transportation Center that would provide multi-modal mobility options such as bicycle and scooter sharing services and the Project would provide dedicated curbside passenger loading areas on Alpine Street and Beaudry Avenue and an off-street pick-up/drop-off area at the Sunset Building near the corner of Beaudry Avenue and Sunset Boulevard. As such, the Project would maximize mobility and accessibility by</p>

² SCAG, GIS & Data Services, High Quality Transit Areas (HQTAs) SCAG Region, <http://gisdata.scag.ca.gov/Lists/GIS%20Static%20Maps%20List/DispForm.aspx?ID=15>, last modified on July 16, 2013, accessed on November 4, 2020. The RTP/SCS defines HQTAs as generally walkable transit villages or corridors that are within 0.5 mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.

Table 4 (Continued)
Applicable Goals of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS)

Goals	Would the Project Conflict?
	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.
<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 consistency analysis for Goal 2, above. In addition, the Project proposes to enhance pedestrian activity within and surrounding the Project Site by creating a pedestrian-oriented environment through the development of a high-density mix of uses that would serve the Project Site and the surrounding area. The Project would provide numerous dedicated entry points for pedestrians and would incorporate landscaped pedestrian walkways transecting the Project Site. Other landscaping features would be planted throughout the Project Site and along the adjacent streets, which would activate these streets and further contribute to a pedestrian-friendly environment. The introduction of ground-floor commercial uses that would be oriented toward Sunset Boulevard and Beaudry Avenue 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 and other forms of active transportation. As part of the Project, a designated Transportation Center to be located near pedestrian access, would provide multi-modal mobility options such as bicycle and scooter sharing services to help improve the convenience of making trips without the use of a personal automobile. The Project would provide dedicated curb-side passenger loading areas on Alpine Street and Beaudry Avenue and an off-street pick-up/drop-off area at the Sunset Building near the corner of Beaudry Avenue and Sunset Boulevard. The Project would provide a new signalized pedestrian crosswalk across Sunset Boulevard at White Knoll Drive, install all-way stop-control at the existing crosswalk on Beaudry Avenue at Alpine Street, and widen the sidewalks adjacent to the Project Site, thereby enhancing safety within the Project Site. A TDM program is also proposed as part of the Project that would include strategies to promote non-automobile travel (i.e., active/non-motorized transportation, such as bicycling and walking). These Project characteristics would reduce vehicle miles traveled and improve air quality. As such, the Project would not conflict with this goal.</p>
<p>Goal 7: Actively encourage and create incentives for energy efficiency, where possible.</p>	<p>No Conflict. 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. In addition, the Project</p>

Table 4 (Continued)
Applicable Goals of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS)

Goals	Would the Project Conflict?
	<p>would include project design features aimed at improving energy efficiency and reducing energy consumption, as outlined in Section IV.E, Greenhouse Gas Emission, of this Draft EIR. This could include the incorporation of energy-saving technologies and components such as LED lights, light- and motion-detection controls, and energy efficient HVAC equipment: the incorporation of energy efficient design methods and technologies, such as a centralized chiller plant with rooftop ventilation, high performance window glazing, and enhanced insulation to minimize solar heat gain; and the installation of high efficiency Energy Star-rated products and appliances. As such, the Project would not conflict with this goal.</p>
<p>Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.</p>	<p>No Conflict. Refer to Goal 2 above. The Project’s design is based on principles of smart growth and environmental sustainability, as evidenced by its location within a highly urbanized area within walking distance of a variety of uses, including a major job center; mixed use composition; and proximity to public transit, including bus stops adjacent to the Project Site. Thus, the Project would not conflict with this goal.</p>
<p>Source: <i>Eyestone Environmental, 2021.</i></p>	