

Appendix H
**Land Use Plans and Policies:
Project Consistency Tables**

**TABLE LU 1
PROJECT CONSISTENCY WITH THE 2020–2045 REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY**

Strategy	Would the Project Conflict?
Focus Growth Near Destinations and Mobility Options	
Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.	No Conflict. The Project would not conflict with strategies that emphasize land use patterns facilitating multi-modal access to work, educational and other destinations. The Project would intensify development within a TPA/HQTA and would be within walking distance from Universal Studios, a major tourist destination in the City of Los Angeles. The proximity to transit would support a land use pattern that provides increased opportunity for use of alternative (multimodal) transportation. Such use would contribute to reductions in vehicle miles traveled (VMT) and a resulting benefit to energy efficiency. The Project Site has convenient access to the Metro B Line (Red) Universal City/Studio City Station, located approximately 0.25 miles west of the Project Site. The Metro B Line (Red) provides direct linkages to Hollywood, an international tourist destination, downtown Los Angeles, as well as other rail lines within the Metro Rail system, including a connection with the Metro G Line (Orange Line) in North Hollywood and a connection with the Metro D Line (Purple) in Koreatown. The Metro B Line (Red) terminates at Union Station, a major hub for public transportation, including Amtrak, Metrolink, and bus lines providing national, regional, and local access. The Project Site is also served by shuttles to Universal Studios and CityWalk. In addition, the Project would incorporate 118 bicycle parking spaces in an area served by the City’s Backbone Bikeway network.
Plan for growth near transit investments and support implementation of first/last mile strategies.	No Conflict. The Project would not conflict with strategies that plan for growth near transit investments and support implementation of first/last mile strategies. Because the Project would be located within a designated TPA/HQTA within 0.25 miles of the Metro B Line (Red) Universal City/Studio City Station, and safe access between the Project Site and the Metro station is accommodated by a pedestrian bridge across Lankershim Boulevard and broad landscaped sidewalk, the accommodation of pedestrians would be consistent with the 2020-2045 RTP/SCS’s first/last mile strategy. The 2020-2045 RTP/SCS strategy is to provide safe routes between a destination location (residence, work, entertainment venues, services) and the transit station. According to the 2020-2045 RTP/SCS, the strategy of first/last mile would also improve air quality and public health by encouraging walking and reducing emissions and increasing levels of physical activity.
Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.	No Conflict. The Project would not conflict with strategies to prioritize infill and redevelopment of underutilized land to accommodate new growth and to increase amenities and connectivity in existing neighborhoods. Because the Project would represent an infill development and intensification of an existing developed site within a TPA/HQTA, the Project would increase pedestrian activity and connectivity in the existing area.

**TABLE LU 1
PROJECT CONSISTENCY WITH THE 2020–2045 REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY**

Strategy	Would the Project Conflict?
Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).	No Conflict. The Project would not conflict with strategies that encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations). The Project would intensify development in a TPA/HQTA that is served by the Metro Red Line Subway, Metro Local 155, Local 222, and Local 224 bus lines, thus, reducing the need for motor vehicle travel in the Universal City area. In addition, the Project would provide 118 bicycle parking spaces and access to existing bicycle amenities (e.g., showers). The proximity of transit would encourage the use of transit by employees and guests. The bicycle facilities would encourage employee cycling to work and the use of bicycles for guests for sight-seeing and other regional trips, thus, with the availability of transit, reduce the reliance on automobiles and number of solo car trips. The Project would also not conflict with the strategy to locate near an existing destination, as represented by Universal Studios, a high-draw entertainment destination in the region.
Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards.	No Conflict. In order to support development of local climate adaptation and hazard mitigation plans, as well as improve community resiliency to climate change and natural hazards, the location of the Project within the TPA/HQTA would contribute to the reduction in VMT and GHG emissions. In addition, the Project would protect water resources by variety of water conservation features including water efficient plumbing fixtures, landscaping and irrigation features, such as use of artificial turf, California Friendly® plants, and drip/subsurface irrigation (micro-Irrigation); and pool-related features, such as a leak-detection system and water-saving pool filters. The Project would meet the City’s LID requirements for the retention and storage of surface water runoff through implementation of a capture and reuse system and the Project’s landscape plan would combine native plants and plants adapted to the Southern California climate with a low to medium water demand. New and existing soils would be amended to conserve moisture and the final planting design would include an irrigation system that complies with the State of California Model Water Efficient Landscape Ordinance (MWELO). The use of water efficiently and effectively to new planting areas would reduce overall water demand during periods of drought.
Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.	No Conflict. The Project would support local policies for renewable energy and green building design. The Project would be designed to meet the California Green Building Standards (CALGreen) Code as adopted, and the Los Angeles Green Building Code, amended to incorporate various provisions of the CALGreen Code, through the incorporation of green building techniques and other sustainability features, including the use of materials and finishes that emit low

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	quantities of volatile organic compounds (VOCs); the installation of heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants; high-efficiency appliances; stormwater retention; and the provision of bicycle parking and access to other existing amenities for bicyclists, and electric vehicle charging stations. The Project, as with the Existing Hotel Building, would be consistent with Leadership in Energy and Environmental Design (LEED) requirements, as well as the Los Angeles Green Lodging Program community commitments and Property Assessment Clean Energy (PACE) initiative, which encourages implementation of energy-efficient upgrades and features.
Promote more resource efficient development focused on conservation, recycling and reclamation.	No Conflict. The Project would promote more resource efficient development focused on conservation, recycling and reclamation by including design features that would contribute to energy efficiencies. Recycling would include a program for all disposable products from rooms including soap, shampoo, kitchen glass and plastic. Conservation efforts would include water efficient plumbing fixtures and low-flow shower heads, leak detection system and water-saving pool filters for the swimming pool, artificial turf, a drip/subsurface Irrigation (Micro-Irrigation) system, and retention of surface water runoff in accordance with LID requirements. The Project would also be designed to achieve the equivalent of the United States Green Building Council (USGBC) LEED Gold Certification level for new buildings. Project Design Features that would contribute to energy efficiencies may include, but are not limited to, the use of materials and finishes that emit low quantities of volatile organic compounds; the installation of heating, ventilation, and air conditioning systems that utilize ozone-friendly refrigerants; installation of heat pumps; the installation of high-efficiency appliances; and the provision of bicycle parking and other amenities for bicyclists. The parking garage expansion would provide infrastructure for vehicular charging stations per the requirements of the City. The Project would also provide 118 bicycle parking spaces and access to other amenities for bicyclists such as changing rooms and showers would be available within the Existing Hotel Building. The latter would encourage bike riding and reduce reliance on automobile travel.
Preserve, enhance and restore regional wildlife connectivity.	No Conflict. No regional movement through the Project Site is possible as a consequence of the urbanized region and the proximity to a major transportation routes. The Project Site is also considered urban and developed. Therefore, the Project would not conflict with preservation, enhancement, and restoration activities related to regional wildlife connectivity. The Project would provide more native habitat trees and shrubs than currently existing in the area which would enhance the connectivity of wildlife in this area compared to existing conditions.

SOURCE: ESA, 2023.

**TABLE LU-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN FRAMEWORK ELEMENT**

Recommendation	Would the Project Conflict?
Land Use Chapter	
<p>Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.</p>	<p>No Conflict. The Project would continue and maximize the use of the Project Site for hotel purposes, which would continue to support the vitality of the area. The expanded hotel use would contribute to the City's long-term economic viability. The Project is not located within an economically depressed area and because the Project is not located within or adjacent to an existing residential neighborhood, it would not cause the removal of any existing residential units or encroach into established residential neighborhoods.</p> <p>The Project would not create a high demand on public resources such as parks and schools and, thus, would not result in a non-equitable distribution of public resources.</p> <p>The Project would conserve natural resources. It would be designed to achieve the equivalent of the USGBC LEED Gold Certification level for new buildings. Project Design Features that would contribute to energy efficiencies may include, but are not limited to, the use of materials and finishes that emit low quantities of volatile organic compounds; the installation of heating, ventilation, and air conditioning systems that utilize ozone-friendly refrigerants; the installation of heat pumps; the installation of high-efficiency appliances; and the provision of bicycle parking and access to other amenities for bicyclists. The Hotel Expansion Building would also utilize the recycling program and facilities that are currently located in the Existing Hotel Building. In addition, the Project would incorporate a variety of water conservation features pertaining to water-efficient fixtures for the entire Project; landscaping and irrigation features, such as use of artificial turf, California Friendly® plants, and drip/subsurface irrigation (micro-Irrigation); and pool-related features, such as a leak-detection system and water-saving pool filters.</p> <p>The Project would provide adequate infrastructure and public services by maintaining adjacent existing street and sidewalk configurations needed for public access and would install or upgrade as necessary all necessary utility lines serving the Project Site.</p> <p>The Project would be located in a TPA/HQTA and near the Metro B (Red) Line, which would reduce the need for vehicle use and reduce traffic congestion. The Project would provide additional hotel rooms for the City and would not result in any adverse impacts that would result in environmental justice impacts.</p> <p>The Project would enhance recreation and open space opportunities by providing public access to its rooftop. At that location, the public would have broad views of the Hollywood Hills and other scenic vistas.</p>

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Recommendation	Would the Project Conflict?
	<p>The Project would not cause adverse air quality, traffic, operational noise, or other impacts on the surrounding area and would not result in environmental justice or unhealthful living impacts to the surrounding uses or to the City. The Project would enhance recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.</p>
<p>Objective 3.1: Accommodate a diversity of uses that support the needs of the City’s existing and future residents, businesses, and visitors.</p>	<p>No Conflict. The Project would accommodate a diversity of uses by providing up to 395 additional hotel rooms, a new lobby, three restaurants (including bars), a lounge bar space, a spa, meeting rooms, and new outdoor pool areas on the roof and southern portion of the Project Site, all of which would increase activity at the Project Site and would support the needs of the City’s existing and future businesses and visitors.</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>No Conflict. The Project would contribute to the concentration of development within a TPA/HQTA and within a regional center of entertainment, retail, and restaurant uses, as well as film industry-related industrial and commercial activity. The Project Site is located within close proximity to the Metro B Line (Red). The Project Site would be readily accessible by several public transit options, including numerous City bus lines and rail at the Metro B Line (Red) Universal City/Studio City Station. Existing pedestrian access to the Universal Studios Hollywood would remain similar to existing conditions. Universal Studios would continue to provide a complimentary shuttle to the Universal Studios Hollywood and Universal CityWalk. The Project would continue its commitment to green building design and sustainability. The Project would also implement Project Design Features to reduce air quality impacts, including compliance with the City’s Green Building Code and CALGreen Code. Additional Project Design Features that would contribute to energy efficiencies may include, but are not limited to, the use of materials and finishes that emit low quantities of VOCs; the installation of HVAC systems that utilize ozone-friendly refrigerants; installation of heat pumps; high-efficiency appliances; infrastructure for vehicular charging stations per City requirements; and the provision of bicycle parking and other amenities for bicyclists. Therefore, the Project would improve quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.</p>

**TABLE LU-2
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Recommendation	Would the Project Conflict?
<p>Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of users that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.</p>	<p>No Conflict. The Project would increase development intensity within a designated Regional Center Commercial and would be consistent with the City’s intent to encourage development within such centers. The Project would provide 395 additional hotel rooms, a new lobby, three restaurants (including bars), one lounge/bar space, a spa, meeting rooms, and new outdoor pool areas, thereby modernizing and expanding the uses on the Project Site. Therefore, the Project would support development of a broad range of uses through the expansion and modernization of uses on the Project Site and would provide 257 full-time employees and 128 seasonal/part-time employees. Because of the location within a TPA/HQTA and proximity to the Metro B Line, the Project Site is regionally accessible. The Project is compatible with adjacent hotel and entertainment land uses and, as a high-quality upgrade of the Project Site and the provision of additional guest rooms, restaurants, spa, and meeting rooms, the Project would enhance the urban lifestyle of the City.</p>
Urban Form and Neighborhood Design	
<p>Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.</p>	<p>No Conflict. The Project would be located in a Regional Center served by transit. The Project Site and the adjacent Universal City already functions as hotel, business, retail, and entertainment center for the region. The Project would be located in an existing TPA/HQTA served by the Metro B Line (Red). As such, the Project would not conflict with the policy to encourage future development in centers and in nodes that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.</p>
<p>Policy 5.8.4: Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character.</p>	<p>No Conflict. The existing red, channel-letter “Hilton” sign atop the Existing Hotel Building’s northwestern and southeastern façades, as well as existing identification and wayfinding signage at the driveway entrance along Universal Hollywood Drive would remain. New wayfinding signage would be added to the interior of the Project Site to assist guests and visitors in finding the new main entrance to the Hotel. No off-site advertising signage is proposed. All identification and wayfinding signage would be integrated into the architectural design of the Project.</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 continue the existing comprehensive security program, 24 hours per day/seven days per week, to ensure the safety of hotel guests and visitors. The hotel grounds would continue to provide well-lit public and semi-public spaces and active security features, including coverage and monitoring of key areas through closed-circuit television. Full-time security would continue to be provided through staff at the front desk and security patrols. Access to non-public areas of the hotel and</p>

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Recommendation	Would the Project Conflict?
	<p>guestrooms would continue to be controlled through the use of electronic key cards. Access to the parking levels would continue to be controlled by an electronic access gate and monitored by closed-circuit television.</p>
Open Space and Conservation Chapter	
<p>Objective 6.4 Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.</p> <p>Policy 6.4.1: Encourage and seek to provide for usable open space and recreational facilities that are distributed throughout the City.</p>	<p>No Conflict. The new development would occur entirely within the developed Project Site. The Project proposes various recreational amenities for use by hotel guests as well as a 8,630-square foot spa on Level 1 that would be open to both hotel guests and up to 250 non-hotel guest private members. A new private outdoor pool and pool deck (approximately 9,106 square feet with an approximately 2,450-square foot pool, 860-square foot pool, and seating) would be included on the Basement Level of the Hotel Expansion Building. A Rooftop Pool Deck on the 18th Level (approximately 2,294 square feet) would surround an approximately 1,308-square-foot pool and jacuzzi. In addition, an approximately 2,666-square-foot fitness center would be provided on Level 2 for use by hotel guests.</p>
<p>SOURCE: ESA, 2023.</p>	

**TABLE LU-3
PROJECT CONSISTENCY WITH THE SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE-
CAHUENGA COMMUNITY PLAN**

Objectives	Would the Project Conflict?
Commercial	
Objective 2-1: To conserve and strengthen viable commercial development.	No Conflict. The Project would maximize the use of the Project Site, with the development entirely within the existing commercial zone. The Project would provide additional guest rooms and amenities, thereby contributing to the commercial viability of the Community Plan area. The Project would conserve and expand the commercial uses located on the Project Site.
Policy 2-1.1: New commercial uses shall be located in existing established commercial areas or existing shopping centers.	No Conflict. The Project would be located within an existing established commercial area currently occupied by, and adjacent to, existing hotels. The Project would provide accommodations for visitors to the region, including regional entertainment venues, such as to destinations such as Universal Studios Hollywood and Universal CityWalk.
Policy 2-1.3: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.	No Conflict. The Project would be designed to achieve a high level of quality and distinctive character. The Project would be designed with a modern, linear architecture that would complement the Existing Hotel Building and the Existing Ancillary Hotel Building and create a single hotel campus with two distinct buildings. The Project would create a uniform architectural theme by incorporating structural elements, materials and design cues from the existing buildings and natural elements of the Property and surrounding uses. The Hotel Expansion Building would incorporate clear and tinted glass, and aluminum panels. The rooftop would be articulated to define the restaurant space which would be outdoor dining. The South Plaza would serve as the primary vehicular arrival and check in location for both buildings. Parking for the proposed uses would continue to be accommodated on the Project Site primarily in the parking structure. Surface parking would also be provided along the service road, internal circulation road, and North Plaza, for use by Hotel workers, service vehicles, and overflow.
Objective 2-4: To enhance the appearance of commercial districts.	No Conflict. The Project would be consistent with the architectural and visual character of the existing built environment of the Project Site and adjacent uses. In addition, the 18-story Hotel Expansion Building would be compatible with the existing high-rise character of the City's Universal City sector (a designated Regional Center), which includes the 24-story Existing Hotel Building, the 20-story Sheraton Universal Hotel, and the 36-story 10 NBC Universal City Plaza Office Building. In addition to providing multi-story structures, these sites and the Project provide deep setbacks from adjacent streets. The Project's landscaping would include a comprehensive replacement and upgrade of landscaping to enhance the appearance of the commercial area.

**TABLE LU-3
PROJECT CONSISTENCY WITH THE SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE-
CAHUENGA COMMUNITY PLAN**

Objectives	Would the Project Conflict?
Policy 2-4.1: Require that any proposed development be designed to enhance and be compatible with adjacent development.	No Conflict. As described above, the Project would be consistent with and enhance the architectural character of existing development within the Project Site. It would also contribute to the visual character of the adjacent Sheraton Universal Hotel by contributing to the density and height variety of the existing high-rise cluster.
Policy 2-4.2: Preserve community character, scale and architectural diversity.	No Conflict. The Project would be consistent with the scale and the modern architectural character, including use of plazas and landscaped setbacks, of existing surrounding high-rise buildings. The height of the Hotel Expansion Building (18 stories) would contribute to the height diversity of the surrounding, existing high-rise structures, which include the 24-story Existing Hotel Building, the 20-story Sheraton Universal Hotel, and the 36-story 10 NBC Universal City Plaza Office Building.
Policy 2-4.3: Improve safety and aesthetics of parking areas in commercial areas.	No Conflict. The majority of the parking would be enclosed within the parking structure with some parking along the service road. The surface parking would not be visible from the public street or from off-site uses. The Project Site's existing comprehensive security program, 24 hours per day/seven days per week, would be maintained to ensure the safety of hotel guests and visitors. The hotel grounds would continue to provide well-lit public and semi-public spaces and active security features, including coverage and monitoring of key areas through closed-circuit television. Access to the parking levels would continue to be controlled by an electronic access gate and monitored by closed-circuit television.
Police Protection	
Objective 8-1: To provide adequate police facilities and personnel to correspond with population and service demands.	No Conflict. The Project's safety program would reduce demand on police services and would, thus, support this objective. Development plans would be submitted to the LAPD for review of safety measures and access prior to the issuance of a building permit. Project design would include well-lit public and semi-public spaces, as well as active security features, such as comprehensive coverage and monitoring of key areas through closed-circuit television. Access to non-public areas of the hotel would be restricted by electronically controlled and locking access cards. Full time 24-hour, security would be provided through staff at the front desk and security patrols. Security personnel duties would include, but not be limited to, assisting guests and visitors with Project Site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and patrolling the property. Initial alarms, such as intruder alarms or duress alarms, would be the responsibility of site security personnel as first responders. Access to the parking garage would continue to be controlled by an electronic access gate and is monitored by closed-circuit television. In addition, emergency response vehicles could continue to use the service road for access.

**TABLE LU-3
PROJECT CONSISTENCY WITH THE SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE-
CAHUENGA COMMUNITY PLAN**

Objectives	Would the Project Conflict?
<p>Policy 8-1.1: Coordinate with the Police 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. Project diagrams would be provided to the LAPD for review, prior to the issuance of a building permit. The diagrams would include access routes, gate access codes, and additional information, as required, to facilitate potential LAPD responses.</p>
Fire Protection	
<p>Goal 9: Protect the community through a comprehensive fire and safety program.</p> <p>Objective 9-1: Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.</p>	<p>No Conflict. The Project Site is served by LAFD Station 76, which is located approximately three miles via the Hollywood Freeway or Cahuenga Boulevard from the Project Site. On-site security measures, including fire protection facilities consistent with the LAMC would reduce fire hazard and demand for protective services.</p>
<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. Development plans would be submitted to the LAFD Fire Development Services for review of fire access, fire safety features, and other Fire Code compliance features prior to the issuance of a building permit. The Project would incorporate fire safety measures in compliance with Fire Code requirements, including the continued provision of a service road that would provide fire access. Security personnel duties would also include monitoring fire/life/safety systems and patrolling the property, which would further reduce demand on LAFD fire protection services.</p>
Transportation	
<p>Objective 10-2: To increase the work trips and non-work trips made on public transit.</p>	<p>No Conflict. The Project would be located within walking distance of the Metro B Line (Red), which provides direct and indirect connections to areas throughout the region, including direct connection to Union Station, as well as proximity to Metro’s Local 155, Local 222, and Local 224 bus lines. Metro Local 155 provides local service between Sherman Oaks and Burbank, Local 222 provides service between Hollywood and Sun Valley, and Local 224 provides local service between Sylmar and the Metro B Line (Red) Universal City/Studio City station. The proximity to transit allows for employees and visitors to use public transit to access the Project Site and, thus, increase work trips and non-work trips.</p>

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PROJECT CONSISTENCY WITH THE SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE-
CAHUENGA COMMUNITY PLAN**

Objectives	Would the Project Conflict?
<p>Goal 11: Encourage alternative modes of transportation to the use of single occupancy vehicles in order to reduce trips.</p>	<p>No Conflict. The Project would be located within walking distance of the Metro B Line (Red), and Metro bus lines, thus allowing for forms of transportation for hotel guests and employees other than single occupancy vehicles. Access to the Project Site is designed to be pedestrian-friendly and promote access from the nearby transit and commercial uses. Existing pedestrian access to the Universal Studios Hollywood would be upgraded but would remain similar to existing conditions. The Project would continue to accommodate and encourage use of the existing Universal Studios Hollywood shuttle service. In addition, the Project would provide 118 bicycle parking spaces and other bicycle amenities including secured parking and showers to accommodate bicycle use.</p>
<p>Policy 11-1.1: Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., car pools, vanpools, buses, flex time, bicycles, and walking, etc.).</p>	<p>No Conflict. The Project will utilize TDM strategies as part of Project Design Feature TRAF-PDF-1, including transit subsidies for employees and promotions and marketing. The Project would also include bike parking per the LAMC and secure bike parking and showers to encourage the use of alternative modes of transportation. (see Section IV.K, <i>Transportation</i>, of this Draft EIR).</p>
<p>Policy 11-1.3: Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.</p>	<p>No Conflict. See response to Policy 11-1.1 regarding the implementation of a TDM.</p>
<p>SOURCE: ESA, 2023.</p>	

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