

Appendix E

Land Use Plans Consistency Analysis Tables

Appendix E

Consistency with Applicable Land Use Plans

Table 1
Objectives and Policies of the General Plan Framework Element

Objective/Policy	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 liveable [sic] city.</p>	<p>No Conflict. While this is a citywide goal, the Project would be compatible with the types of uses envisioned for a Regional Center, described as a focal point of regional commerce and activity featuring a diversity of uses, including corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. The Project would enhance the built environment in the surrounding neighborhood and upgrade the quality of development by replacing the existing buildings and surface parking lot with a high-quality commercial building containing office and restaurant uses and a LADWP equipment area that would include electrical distribution equipment and emergency generators that would allow LADWP to continue to provide adequate facilities to the Project Site. The Project would be developed with sustainability features and landscaped open space areas for employees. The Project would also be well-served by public transit as it is located 0.4 mile of the Metro B Line Hollywood/Vine Station and is in proximity to numerous bus stops along Sunset Boulevard. Therefore, the Project would support the reduction of traffic congestion, improvement of air quality, and enhancement of recreation and open space opportunities. The Project would create a new development that would contribute to a transit-oriented mixed-use neighborhood of the City. Thus, the Project would not conflict with and, therefore, would be consistent with Goal 3A.</p>
<p>Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.</p>	<p>No Conflict. While this policy refers to the citywide provision of public infrastructure, as discussed in Section IV.G.1, Public Services—Fire Protection; Section IV.G.2, Public Services—Police Protection; Section IV.G.3, Public Services—Libraries); Section IV.J.1, Water Supply and Infrastructure; Section IV.J.2, Utilities and Service Systems—Wastewater; and Section IV.J.3, Utilities and Service Systems—Energy Infrastructure of this Draft EIR and the Initial Study included in Appendix A of this Draft EIR, the Project would not require the construction of new or expanded public services facilities, the construction of which would cause significant environmental impacts. In</p>

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

Objective/Policy	Would the Project Conflict?
	<p>addition, the utilities serving the Project Site would have capacity to serve the Project within the patterns of use established in the community plan. Specifically, the Project Site is located within the Hollywood Community Plan¹ area and has a Regional Center Commercial General Plan Land Use designation with the corresponding zones of C4-2D-SN (Commercial Zone, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District), C4-2D (Commercial Zone, Height District 2 with Development Limitation), and C2-1XL (Commercial Zone, Height District 1XL). The C2 and C4 zones allow for a wide variety of land uses, including retail stores, offices, restaurants, theaters, hotels, broadcasting studios, parking buildings, parks, and playgrounds. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 3.1.2.</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 Project is located in a designated Transit Priority Area (TPA). The Project Site is located 0.4 mile from the Metro B Line Hollywood/Vine Station. In addition to the Metro B Line, the Project Site is served by several Metro local bus lines and Los Angeles Department of Transportation (LADOT) DASH bus lines. Furthermore, the Project would provide a total of 141 bicycle parking spaces for employees and visitors. In addition, the ground floor restaurant uses and streetscape improvements proposed by the Project would promote walkability in the vicinity of the Project Site. The Project would also include a Transportation Demand Management (TDM) Program in accordance with the City's TDM Ordinance to reduce vehicle trips to and from the Project Site. Therefore, the Project would promote the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking, thereby promoting an improved quality of life and facilitating a reduction in vehicle trips, vehicle miles traveled (VMT), and air pollution. Additionally, pedestrian access to the Project Site would be provided via sidewalks around the perimeter of the Project Site. Visitors, patrons, and employees arriving to the Project Site by bicycle would have the same access opportunities as pedestrians and would be able to utilize on-site bicycle parking facilities. Pedestrian entrances separated from vehicular driveways would provide access from the adjacent streets, parking</p>

¹ The Los Angeles Department of City Planning is currently preparing the Hollywood Community Plan Update (<https://planning.lacity.org/plans-policies/community-plan-update/hollywood-community-plan-update>). For purposes of this Draft EIR, the analysis is limited to the land use designations under the currently adopted Hollywood Community Plan.

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

Objective/Policy	Would the Project Conflict?
	facilities, and transit stops. Thus, the Project would not conflict with and, therefore, would be consistent with Objective 3.2 and Policy 3.2.3.
<p>Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.</p>	<p>No Conflict. As detailed in the Initial Study prepared for the Project, which is included in Appendix A of this Draft EIR, the Project's population and employment growth would be well within SCAG's projections for the Subregion, which serve as the basis for the Framework Element's demographics projections and planned provisions of transportation and utility infrastructure and public services. The Project would also include a LADWP equipment area that would include electrical distribution equipment and emergency generators that would further provide adequate utility infrastructure for the Project Site. Furthermore, the Project would provide parking spaces and loading areas for employee carpools and vanpools, a protected bicycle storage facility and EV charging infrastructure. Therefore, the Project would provide adequate utilities and transportation infrastructure and the Project would not conflict with this objective. Thus, the Project would not conflict with and, therefore, would be consistent with Objective 3.3.</p>
<p>Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.</p>	<p>No Conflict. The Project includes office and commercial uses that would be compatible with existing and proposed uses within the surrounding area and within a designated Regional Center. Specifically, the Project Site is currently developed with three commercial buildings and the area surrounding the Project Site is developed primarily with a mix of low- to high-intensity residential, commercial, and office buildings. The proposed uses within the vicinity of the Project Site comprise a variety of uses, including apartments, condominiums, restaurants, hotels, office, and retail uses, as well as mixed-use developments incorporating some or all of these elements. As discussed for Objective 3.2, the Project Site and vicinity are well served by transit. Thus, the Project would not conflict with and, therefore, would be consistent with Objective 3.4.</p>
<p>Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate.</p>	<p>No Conflict. One of the Project's specific objectives is to enhance the public realm by introducing active street uses, such as community-serving commercial uses, that would be consistent with the City's Walkability Checklist and Citywide Design Guidelines. The Project would also provide street trees in accordance with Urban Forestry Division requirements. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties. These improvements would improve the pedestrian</p>

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

Objective/Policy	Would the Project Conflict?
	environment. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 3.10.4.
<p>Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.</p>	<p>No Conflict. The Project would support this City objective by providing a new mixed-use commercial office and restaurant development with employment opportunities in a designated TPA. Specifically, the Project Site is served by the Metro B Line and multiple regional and local Metro bus routes and local LADOT lines. By locating the Project's mix of office and restaurant uses along Sunset Boulevard on a commercially zoned parcel within Hollywood's dense community, the Project would not encroach on a low-density neighborhood. The Project would complement the surrounding buildings in terms of scale as previously discussed. Additionally, the Project would be consistent with the type of use and at the intensity and height envisioned for a Regional Center. Thus, the Project would not conflict with and, therefore, would be consistent with this objective.</p>
<p>Urban Form and Neighborhood Design Chapter</p>	
<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 Site is located in an area that is well served by transit and where activity is already concentrated. Consistent with policies related to Regional Centers, the Project would consist of a 15-story mixed-use structure that would include ground-level commercial uses situated along pedestrian-oriented streets. In addition, the Project would replace the existing office and retail uses along with the associated surface parking area with a building that has been designed to complement its surroundings by incorporating elements that would respond to the neighborhood scale. Specifically, the Project would provide 431,032 square feet of office space and 14,186 square feet of ground floor restaurant space in proximity to employment, destinations, and other neighborhood services in a transit-rich area, in a designated TPA, and in an area already functioning as a Regional Center for the surrounding neighborhoods, the community, and the region. Thus, the Project would not conflict with and, therefore, would be consistent with Objective 5.2.</p>
<p>Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.</p>	<p>No Conflict. The Project would enhance the streetscape adjacent to the Project Site by implementing a design that would enhance the pedestrian experience. Specifically, the ground floor of the proposed office building would be designed to be transparent glass, activating the streetscape with a restaurant use, as well as a coherent, uniform architectural design. The Project would include planted areas along the sidewalks adjacent to the Project Site, further enhancing the streetscape and improving the pedestrian environment. In addition, the Project would</p>

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

Objective/Policy	Would the Project Conflict?
	include low-level exterior lights adjacent to the office building and along pathways that would serve to enhance the safety of pedestrians at night. Furthermore, the Project would be designed in a contemporary architectural style that would be compatible with the general urban characteristics of the surrounding neighborhood. Overall, the Project would maximize the value of the underutilized site through replacement of existing low intensity commercial uses with a modern structure and a mix of uses consistent with anticipated market demands. As such, the Project would serve as a focus of activity for the surrounding community and a focus for investment in the community. Thus, the Project would not conflict with, and therefore, would be consistent with Objective 5.8.
<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 include low-level exterior lights adjacent to the buildings and along pathways that would serve to enhance the safety of pedestrians at night. Additionally, lighting of building entries and walkways would be provided for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into the commercial buildings. Internal to the Project Site, the Project would include landscaped planters and designated pedestrian walkways to minimize vehicular/pedestrian conflicts. Thus, the Project would not conflict with, and therefore, would be consistent with Objective 5.9.</p>
Open Space and Conservation Chapter	
<p>Goal 6A: An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.</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>b. Encourage the improvement of open 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>No Conflict. The Project would contribute to the private open space system by including several open space areas consisting of private landscaped outdoor terraces on the various upper levels of the Project. The Project would provide 61,449 square feet of private open space, which would include a 21,465-square-foot landscaped deck located on the sixth level of the office building. Furthermore, the Project would not conflict with the public and private open space system because it would not encroach upon existing open space. Thus, the Project would not conflict with and, therefore, would be consistent with Goal 6A and Policy 6.4.8.</p>

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

Objective/Policy	Would the Project Conflict?
<i>Economic Development Chapter</i>	
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.	No Conflict. The Project would support this objective by providing a mix of office and restaurant uses to complement the employment base of the Community Plan area, help meet needs of local residents, and foster continued economic investment. In addition, the Project Site would have convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle trips, VMT, and air pollution to ensure maximum feasible environmental quality. Thus, the Project would not conflict with, and therefore, would be consistent with Objective 7.2.
Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.	No Conflict. The Project would develop commercial uses, inclusive of office and restaurant uses, in a designated TPA. Specifically, the Project Site is served by the Metro B Line and several Metro bus lines and LADOT DASH bus lines. The Metro B Line Hollywood/Vine Station is located 0.4 mile of the Project Site. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 7.2.3.
<i>Infrastructure and Public Services Chapter</i>	
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	No Conflict. The Project does not include uses that handle or generate hazardous substances. The Project would also reduce the amount of flow entering the wastewater system through the incorporation of Project Design Feature WAT-PDF-1 included in Section IV.J.1, Utilities and Service Systems—Water Supply and Infrastructure of this Draft EIR, which would minimize water use and the corresponding wastewater generation. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 9.3.1.
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. Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	No Conflict. As discussed in the Initial Study prepared for the Project included in Appendix A, of this Draft EIR, the Project would implement a Storm Water Pollution Prevention Plan (SWPPP) as required under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. As part of the SWPPP, the Project would implement best management practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in stormwater runoff. In addition, during operation, the Project would include BMPs to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. The Project does not include uses known to generate hazardous substances that could enter the wastewater system, such as industrial uses. Thus, the Project would not conflict with, and therefore, would be consistent with Goal 9B and Objective 9.6.

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

Objective/Policy	Would the Project Conflict?
<p>Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.</p>	<p>No Conflict. As evaluated in Section IV.J.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, based on LADWP’s demand projections provided in its 2020 UWMP, LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, the Project would not conflict with this objective and no new water supply, storage, and delivery systems are required to support the development. Thus, the Project would not conflict with, and therefore, would be consistent with Objective 9.10.</p>
<p>Source: <i>Eyestone Environmental, 2022.</i></p>	

Table 2
Objectives and Policies of Mobility Plan 2035

Objective/Policy	Would the Project Conflict?
<p>Policy 1.6: Design detour facilities to provide safe passage for all modes of travel during times of construction.</p>	<p>No Conflict. As identified in Project Design Feature TR-PDF-1 in Section IV.H, Transportation, of this Draft EIR, the Project will prepare and implement a Construction Traffic Management Plan to minimize potential construction impacts to the surrounding area related to construction trucks, worker trips, and any possible sidewalk and lane closures and ensure safe passage for all modes of travel during Project construction. As part of the Construction Traffic Management Plan, a Worksite Traffic Control Plan will be developed to identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. The Worksite Traffic Control Plan will ensure that the potential conflicts between construction activities, street traffic, bicyclists and pedestrians are minimized. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 1.6.</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 create a street-level identity for the Project Site and improve the pedestrian experience through the introduction of active street uses and landscaping, including street trees, as previously described above. Pedestrian access to the Project Site would be provided along Sunset Boulevard and Wilcox Avenue. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 2.3.</p>
<p>Policy 2.6: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.</p>	<p>No Conflict. The Project would provide 141 bicycle parking spaces, including 92 long term and 49 short term spaces. The Project would also include other amenities for bicyclists such as showers and a repair facility near the bicycle parking facility. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 2.6.</p>
<p>Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.</p>	<p>No Conflict. The Project would include a loading zone for loading and trash operations with a tertiary driveway located further north along Cole Place to avoid any impacts to Sunset Boulevard and Wilcox Avenue during Project operation. The Project would also include an on-street passenger loading zone for rideshare services along the east curb of Wilcox Avenue adjacent to the Project Site. No passenger loading is proposed along Sunset Boulevard. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 2.10.</p>
<p>Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes—including goods movement—as integral components of the City’s transportation system.</p>	<p>No Conflict. The Project would promote this policy by providing adequate vehicular and pedestrian access and bicycle facilities, as previously discussed. In addition, the Project would be located in a designated TPA, served by the Metro B Line and numerous local and regional commuter bus lines, as detailed in Section IV.H, Transportation, of this Draft EIR. Thus, the Project would not conflict with and, therefore, would be consistent with</p>

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

Objective/Policy	Would the Project Conflict?
	Policy 3.1.
<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 support this policy through the development of commercial uses, inclusive of office and restaurant uses, in proximity to employment, destinations, and other neighborhood services in a transit-rich area, and in a designated TPA. As such, the Project would result in fewer vehicle trips. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 3.3.</p>
<p>Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.</p>	<p>No Conflict. As previously discussed, the Project would support the implementation of this citywide policy by locating a new commercial office and restaurant development in a designated TPA. Workers and visitors of the Project would be well-served by affordable, efficient, convenient, and attractive transit services adjacent to the Project Site, which would reduce VMT. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 3.4.</p>
<p>Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.</p>	<p>No Conflict. The Project would provide a total of 141 bicycle parking spaces consisting of 92 long-term spaces and 49 short-term spaces. All short-term and long-term bicycle parking would be located in a bicycle parking facility and other areas within the ground level of the Project. The Project would provide a closed-circuit security camera system to ensure that the bicycle parking and storage areas are secured and well-maintained. Thus, the Project would not conflict with, and therefore, would be consistent with Policy 3.8.</p>
<p>Policy 4.8: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.</p>	<p>No Conflict. As discussed in Section IV.H, Transportation, of this Draft EIR, the Project would support this policy by implementing a TDM Program. Specifically, the Project would implement a TDM Program in accordance with the City's TDM Ordinance to reduce vehicular traffic to and from the Project Site. It would promote non-automobile travel and reduce the use of single-occupant vehicle trips with a comprehensive program of design features, transportation services, education programs, and incentive programs. The TDM Program would be beneficial to traffic flow, transit service, pedestrian circulation, and overall mobility in the Project area. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 4.8.</p>
<p>Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.</p>	<p>No Conflict. The Project supports implementation of this policy by locating office and restaurant uses in a commercial corridor. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation. The Project would also promote pedestrian activity through building design and streetscape amenities and bicycling</p>

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

Objective/Policy	Would the Project Conflict?
	opportunities. Furthermore, the Project would implement a TDM Program in accordance with the City's TDM Ordinance to promote non-auto travel and reduce the use of single-occupant vehicle trips. Therefore, the Project would support ways to reduce VMT. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 5.2.
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 Features GHG-PDF-1. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 5.4.
Policy 5.5: Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways.	No Conflict. The Project would not conflict with or inhibit this citywide policy. The Project would prevent additional stormwater effluent entering the public right-of-way through a SWPPP, as discussed above under Objective 9.6 of the Framework Element. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 5.5.
<hr/> <p><i>Source: Eyestone Environmental, 2022.</i></p>	

Table 3
Applicable Objectives and Policies of the Hollywood Community Plan

Objective/Policy	Would the Project Conflict?
<p>Objective 5. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development. To encourage open space and parks in both local neighborhoods and in high density areas.</p>	<p>No Conflict. As discussed in Section IV.G.1, Public Services—Fire Protection; Section IV.G.2, Public Services—Police Protection; Section IV.G.3, Public Services—Libraries; Section IV.J.1, Utilities and Service Systems—Water Supply and Infrastructure; Section IV.J.2, Utilities and Service Systems—Wastewater; and Section IV.J.3, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, the Project would not require the construction of public services facilities, the construction of which would cause significant environmental impacts. In addition, the utilities serving the Project Site would have capacity to serve the Project. As indicated in these sections of this Draft EIR, the Project's impacts would be less than significant. In addition, although the Project is not required to provide open space areas, the Project would provide approximately 61,449 square feet of private open space, which would reduce the potential for additional demand to be placed on public parks and open space in high density areas. Thus, the Project would not conflict with and, therefore, would be consistent with Objective 5.</p>
<p>Objective 6. To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.</p>	<p>No Conflict. While this is a citywide objective, the Project would support its implementation. Specifically, the Project Site is located in a highly urbanized area and designated TPA that is well-served by public transit provided by Metro and LADOT. Thus, the Project would promote opportunities for the use of alternative modes of transportation, including use of public transportation, walking, and bicycling. Thus, the Project would not conflict with and, therefore, would be consistent with Objective 6.</p>
<p>Other Public Facilities</p>	
<p>It is the City's policy that, where feasible, new power lines be placed underground and that the undergrounding of existing lines be continued and expanded.</p>	<p>No Conflict. Project connections to existing power lines would be placed underground, where feasible. The Project would not conflict with and, therefore, would be consistent with this objective/policy.</p>
<p>Source: <i>Eyestone Environmental, 2022.</i></p>	

Table 4
Applicable Goals and Principles of SCAG's Regional Transportation Plan/Sustainable Communities Strategy

2020–2045 RTP/SCS Goals	Would the Project Conflict?
<p>Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.</p> <p>Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.</p> <p>Goal 4: Increase person and goods movement and travel choices within the transportation system.</p>	<p>No Conflict. 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 Metro B Line Hollywood/Vine Station is located 0.4 mile from the Project Site. Furthermore, the Project Site is currently served by local and regional commuter bus lines, including 14 Metro bus lines, and two LADOT DASH bus lines. The availability and accessibility of public transit in the Project area are driven by the Project Site's location within a designated TPA as defined in PRC Section 21099. In addition, the Project would provide a total of approximately 141 bicycle parking spaces for the restaurant and office uses that would serve to promote walking and use of bicycles. Given the Project's location in proximity to a variety of transportation options, the Project would maximize mobility and accessibility by providing opportunities for walking and biking and opportunities for the use of alternative modes of transportation, including convenient access to public transit, and would, thereby, enhance the preservation of the regional transportation system and increase person and goods movement and travel choices within the transportation system. Thus, the Project would not conflict with and, therefore, would be consistent with these goals.</p>
<p>Goal 5: Reduce greenhouse gas emissions and improve air quality.</p> <p>Goal 6: Support healthy and equitable communities.</p> <p>Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p>No Conflict. As discussed in Section IV.H, Transportation, of this Draft EIR, the Project would implement a TDM Program in accordance with the City's TDM Ordinance that would include strategies to promote non-automobile travel (i.e., active/non-motorized transportation, such as bicycling and walking) and reduce the use of single-occupant vehicle trips, thereby facilitating a reduction in VMT and GHG emissions and improved air quality to contribute to the protection of the environment and support healthy and equitable communities, as well as support the goal of adapting to a changing climate and supporting an integrated regional development pattern and transportation network. As evaluated in Section IV.A, Air Quality, of this Draft EIR, the Project would result in less than significant impacts with mitigation related to air quality. As identified in Section II, Project Description, and Section IV.D, Greenhouse Gas Emissions, of this Draft EIR, the Project would include specific project design features to further support and promote environmental sustainability. These features consist of compliance with regulatory requirements, including the provisions set forth in the CALGreen Code that have been incorporated into the City of Los Angeles Green Building Code. These features also include energy conservation, water conservation, and waste reduction features. The Project</p>

Table 4 (Continued)
Applicable Goals and Principles of SCAG's Regional Transportation Plan/Sustainable Communities Strategy

2020–2045 RTP/SCS Goals	Would the Project Conflict?
	would also include the installation of solar panels. With implementation of regulatory requirements and project design features, impacts related to air emissions, which directly relate to the environment and the health of the City's residents, would be less than significant. Thus, the Project would not conflict with and, therefore, would be consistent with this goal.
<p>Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats</p>	<p>No Conflict. As discussed in the Initial Study included as Appendix A of this Draft EIR, the Project Site is located in an urbanized area. The entire Project Site is paved, and no vegetation is present on-site except for four trees. In addition, there are 12 street trees located adjacent to the Project Site. All of the trees and shrubs are common, ornamental/nonnative species and, thus, are not protected trees as defined by the City's Protected Tree Ordinance 186873. No riparian or other sensitive natural community exists on-site, and no agricultural uses or operations occur on-site or in the vicinity. The Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation. Furthermore, the Project site is not located in or adjacent to a Biological Resource Area as defined by the City. Accordingly, development of the Project would not preclude the conservation of natural and agricultural lands and restoration of habitats. Thus, the Project would not conflict with and, therefore, would be consistent with this goal.</p>
<p>Guiding Principles</p>	
<p>2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system</p> <p>3. Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities</p> <p>4. Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices</p> <p>5. Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions</p>	<p>No Conflict. 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 Metro B Line Hollywood/Vine Station is located 0.4 mile from the Project Site. Furthermore, the Project Site is currently served by local and regional commuter bus lines, including 14 Metro bus lines, and two LADOT DASH bus lines. The availability and accessibility of public transit in the Project area are driven by the Project Site's location within a designated TPA as defined in PRC Section 21099. In addition, the Project would provide a total of approximately 141 bicycle parking spaces for the restaurant and office uses that would serve to promote walking and use of bicycles. Given the Project's location in proximity to a variety of transportation options, the Project would maximize mobility and accessibility and expand travel choices by providing opportunities for walking and biking and opportunities for the use of alternative, sustainable modes of transportation, including convenient access to public transit. Additionally, the</p>

Table 4 (Continued)
Applicable Goals and Principles of SCAG's Regional Transportation Plan/Sustainable Communities Strategy

2020–2045 RTP/SCS Goals	Would the Project Conflict?
	<p>Project would also include measures to promote and support carpools and ridesharing, bicycle amenities such as racks and showers, and/or other measures. Furthermore, 10 percent of the parking spaces would include EV charges/plug-ins for electric vehicles. As such, the demand for single occupancy vehicles would be reduced and new technology (low-carbon modes of transportation, such as a protected bicycle storage facility and electric vehicle charging infrastructure) would be leveraged to expand travel choices for employees and visitors of the Project Site.</p> <p>The Project would locate complementary new office and restaurant uses in proximity to other existing off-site residential, office, retail, restaurant, and hotel uses. The increases in land use diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation (i.e., walking and biking), which would result in corresponding reductions in transportation-related emissions. As such, the Project would improve air quality and public health, and reduced greenhouse gas emissions. Thus, the Project would not conflict with and, therefore, would be consistent with 2020-2045 RTP/SCS' guiding principles.</p>
Land Use Strategies	
<p>Focus Growth Near Destinations & Mobility Options</p> <p>Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations</p> <p>Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets</p> <p>Plan for growth near transit investments and support implementation of first/last mile strategies</p> <p>Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses</p> <p>Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods</p> <p>Encourage design and transportation options that reduce the reliance on and number of solo</p>	<p>No Conflict. As previously discussed, the Project would introduce new uses on the Project Site, including new office and restaurant uses. The Project would locate complementary new office and restaurant uses in proximity to other existing off-site residential, office, retail, restaurant, and hotel uses. The increases in land use diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation (i.e., walking and biking), which would result in corresponding reductions in transportation-related emissions. The Project would also be located near residential uses, which would reduce the distance traveled by area residents and visitors to the Project Site, thereby reducing commute times and distances and expand job opportunities.</p> <p>The Project would also promote first/last mile infrastructure by providing secure bicycle parking and easy bicycle accessibility to the Project Site to encourage alternative mobility for employees and visitors to the Project Site. Also, the Project Site is located 0.4 mile from the Metro B Line Hollywood/Vine Station, as well as eight bus lines on Hollywood Boulevard, located north of the Project Site, that would encourage and support use of public transportation.</p>

Table 4 (Continued)
Applicable Goals and Principles of SCAG's Regional Transportation Plan/Sustainable Communities Strategy

2020–2045 RTP/SCS Goals	Would the Project Conflict?
<p>car trips (this could include mixed uses or locating and orienting close to existing destinations)</p> <p>Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)</p>	<p>The Project would maximize the value of the underutilized site through replacement of existing low intensity commercial uses with a modern structure and a mix of uses consistent with anticipated market demands.</p> <p>The Project’s development of commercial uses, inclusive of office and restaurant uses, in proximity to employment, destinations, and other neighborhood services in a transit-rich area and in a designated TPA would reduce the reliance on and number of solo car trips.</p> <p>Parking for the office and restaurant uses would be provided within three subterranean levels, at-grade parking, a small parking mezzanine, and two full floor fully-enclosed, mechanically ventilated above-grade levels. The five additional vehicular parking spaces would be provided in a small surface parking area adjacent to the LADWP equipment area, thereby eliminating the existing parking lots that occupy prime street frontage. In addition, the Project would provide designated parking spaces and loading areas for employee carpools and vanpools, thereby supporting the goal to promote alternative parking strategies. Thus, the Project would not conflict with and, therefore, would be consistent with these land use strategies.</p>
<p>Leverage Technology Innovations</p> <p>Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space</p>	<p>No Conflict. The Project would provide secure bicycle parking and easy bicycle accessibility mobility for employees and visitors to the Project Site. Specifically, the Project would provide 141 bicycle parking spaces. Additionally, the Project would provide electric vehicle charging stations and electric vehicle supply wiring consistent with City requirements. The Project would also prepare a TDM Program in accordance with the City’s TDM Ordinance, which would include elements, such as providing designated parking spaces and loading areas for employee carpools and vanpools along with providing sustainability features for alternative, low-carbon modes of transportation, such as a protected bicycle storage facility and electric vehicle charging infrastructure. Thus, the Project would not conflict with and, therefore, would be consistent with this land use strategy.</p>
<p>Support Implementation of Sustainability Policies</p> <p>Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations</p>	<p>No Conflict. The Project is the type of land use development near a transit corridor that is encouraged by the 2020–2045 RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the State’s long-term climate policies. Furthermore, the Project’s location would reduce barriers in employment opportunities and residential opportunities near one another along a major transit corridor within a</p>

Table 4 (Continued)
Applicable Goals and Principles of SCAG's Regional Transportation Plan/Sustainable Communities Strategy

2020–2045 RTP/SCS Goals	Would the Project Conflict?
	high activity area to promote sustainability and reduce VMT, with associated reductions in air quality and GHG emissions to create a dynamic and economically viable commercial project with sufficient density to facilitate a healthy jobs/housing balance in the area. Thus, the Project would not conflict with and, therefore, would be consistent with this land use strategy.
<p>Promote a Green Region</p> <p>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</p> <p>Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration</p> <p>Promote more resource efficient development focused on conservation, recycling and reclamation</p>	<p>No Conflict. The Project's location, land use characteristics, and design render it consistent with Statewide, regional, and local climate change mandates, plans, policies, and recommendations. 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 the CALGreen Code. These standards would reduce energy and water usage and waste and, thereby, improve climate resiliency and reduce associated GHG emissions and help minimize the impact on natural resources and infrastructure. The sustainability features to be incorporated into the Project would include, but not limited to, high efficiency toilets, waterless urinals, high efficiency shower heads, and drip irrigation systems to promote a reduction of indoor and outdoor water use; Energy Star-labeled appliances; and water-efficient landscape design. Some of these measures are consistent with the requirements of the Los Angeles Green Building Code, while some exceed code requirements. In addition, Project Design Feature GHG-PDF-1 would require the design of the new buildings to incorporate features to achieve the sustainability intent of the Gold Rating under the LEED® green building program or equivalent green building standards. These measures would also support resource efficiency by conserving water and energy. Thus, the Project would not conflict with and, therefore, would be consistent with these land use strategies.</p>
<p>Source: <i>Eyestone Environmental, 2022.</i></p>	