

# **Appendix H**

---

## Land Use Tables

# Appendix H

## Consistency with Applicable Land Use Plans

**Table 1**  
**Applicable Goals of SCAG’s 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy**

Goal	Would the Project Conflict?
<p>Improve mobility, accessibility, reliability, and travel safety for people and goods.</p>	<p><b>No Conflict.</b> Although these goals apply at a regional level, the Project would be developed in an existing urbanized area with an established network of roads and freeways that provide local and regional access, including to the Project site. The Project site is currently served by multiple public transit lines, including Metro Local Lines 108, 110, Commuter Express 437B, Culver CityBus Line 4, and City of Santa Monica Big Blue Bus 14. In addition, the Project would provide 63 bicycle parking spaces (22 short-term and 41 long-term) for employees and visitors, and would include facilities, such as showers and a repair station. The Project would also meet the City Green Building Code Requirements for parking facilities capable of supporting future EVSE, as well as parking spaces equipped with EV charging stations. Given the Project’s location in proximity to a variety of transportation options, the Project would maximize mobility, accessibility, and overall productivity of the transportation system by providing opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking.</p> <p>With respect to safety, as discussed in Section IV.K, Transportation, of this Draft EIR, the roadways adjacent to the Project site are part of the existing urban roadway network and contain no sharp curves or dangerous intersections. The Project site is located in a highly urbanized area developed with roadways and infrastructure, and at the intersection of two roadways terminating in cul-de-sacs. All access and circulation associated with the Project would be designed and constructed in conformance with all applicable requirements established by the City’s Department of Building and Safety, the LAFD, and the LAMC. The Project would not include any new roads that would result in an increase in hazards due to a design feature. In addition, the Project would not result in incompatible uses as the proposed uses are consistent with the types of commercial and office uses already present in the surrounding area. The Project’s driveways would be designed according to LADOT driveway design guidelines with adequate driveway widths. The Project would also</p>

**Table 1 (Continued)**  
 Error! Reference source not found.

Goal	Would the Project Conflict?
	<p>provide lunchtime driveway restrictions on Jandy Place to enhance safety and ensure that there would not be a significant impact to traffic flow on Jandy Place during peak hours as set forth in Project Design Feature TR-PDF-2 in Section IV.K, Transportation, of this Draft EIR. Furthermore, during construction, the Project would prepare and implement a Construction Staging and Traffic Management Plan and Worksite Traffic Control Plan to minimize potential impacts to the surrounding area related to construction trucks, construction worker parking, and any possible sidewalk or lane closures and to ensure safe passage for all modes of travel during Project construction (see Project Design Feature TR-PDF-1 in Section IV.K, Transportation, of this Draft EIR). Appropriate construction traffic control measures (e.g., signs, flag persons, etc.) would be utilized to ensure that emergency access to the Project site and traffic flow is maintained on adjacent rights-of-way.</p>
<p>Increase person and goods movement and travel choices within the transportation system.</p>	<p><b>No Conflict.</b> The Project would be developed within an existing urbanized area that provides an established network of roads, freeways, and transit that provide local and regional access to the area, including the Project site. Specifically, the Project would include a commercial development consisting of office and retail and restaurant uses within a SCAG-designated HQT. The Project site is well-served by public transit, including Metro Local Lines 108, 110, Commuter Express 437B, Culver CityBus Line 4, and City of Santa Monica Big Blue Bus 14. The Project would also promote bicycle use through the provision of 63 bicycle parking spaces (22 short-term and 41 long-term). The Project would enhance pedestrian activity in the area by providing landscaping, seating areas, new sidewalks, and access points throughout the Project site. The Project would also provide LAMC-compliant vehicle parking.</p>
<p>Reduce greenhouse gas emissions and improve air quality.</p>	<p><b>No Conflict.</b> As discussed in Section IV.K, Transportation, of this Draft EIR, the Project would provide bicycle parking spaces in an area with its own access point and bicycle facilities, such as showers and repair station, to support safe and comfortable bicycle travel by providing end-of-trip amenities. In accordance with Mitigation Measure TR-MM-1, the Project would implement a Transportation Demand Management (TDM) Program to promote non-auto travel and reduce the use of single-occupant vehicle trips by including measures, such as workplace parking pricing, travel behavior change programming, bicycle parking with showers, and subsidization of transit fares. Given the Project's proximity to multiple public transit options, including bus transit lines operated by Metro, Culver CityBus, and City of Santa Monica Big Blue Bus, the Project would provide employees and visitors convenient access to</p>

**Table 1 (Continued)**  
 Error! Reference source not found.

Goal	Would the Project Conflict?
	<p>transit services. As such, the Project would serve to reduce VMT, which in turn reduces the greenhouse gas emissions of the Project. Additionally, as evaluated in Section IV.B, Air Quality, of this Draft EIR, the Project would result in less-than-significant impacts related to air quality during construction and operation. As identified in Section II, Project Description, and Section IV.F, Greenhouse Gas Emissions, of this Draft EIR, the Project would provide a minimum of 3,300 square feet of roof area reserved for a solar photovoltaic system in compliance with Los Angeles Green Building Code Section 95.05.211. In addition, 30 percent of the Project’s parking spaces would be capable of supporting future EVSE, and 10 percent of spaces would have EV charging stations as required by City of Los Angeles Ordinance 186,485. While these measures are intended to reduce GHG emissions, they would also improve air quality.</p>
<p>Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p><b>No Conflict.</b> While this is a regional policy, the Project would support its implementation by developing a commercial office development within a designated HQT. As discussed above, the Project site is well-served by public transit including Metro Local Lines 108, 110, Commuter Express 437B, Culver CityBus Line 4, and City of Santa Monica Big Blue Bus 14. The Project would also encourage alternative modes of transportation through the provision of bicycle parking and improvements to the pedestrian realm. As also discussed above, Project impacts with respect to GHG emissions would be less than significant.</p>
<p>Source: <i>Eyestone Environmental, 2023.</i></p>	

**Table 2**  
**Applicable Goals, Objectives, and Policies of the General Plan Framework Element**

Goal/Objective/Policy	Would the Project Conflict?
<b>Land Use Chapter</b>	
<p><b>Goal 3A:</b> 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><b>No Conflict.</b> The Project involves construction of a new eight-story office building with a total floor area of 199,500 square feet, comprised of 196,100 square feet of office space and 3,400 square feet of ground floor retail and restaurant space. In addition, the Project would incorporate landscaping, seating areas, new sidewalks, and access points throughout the Project site. As such, the Project would create an integrated creative office campus that would support the employment and commercial needs of the growing number of residents, businesses, and visitors in the vicinity. The Project site is also located in close proximity to bus transit lines operated by the Los Angeles Metropolitan Transportation Authority (Metro), Culver CityBus, and City of Santa Monica Big Blue Bus. As such, the Project would support this City goal of a physically balanced distribution of land uses within an area with adequate infrastructure and public services and with opportunities to reduce traffic congestion and improve air quality.</p>
<p><b>Policy 3.1.2:</b> Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.</p>	<p><b>No Conflict.</b> While this policy refers to the citywide provision of public infrastructure, as discussed in Section IV.J.1, Public Services—Fire Protection and Section IV.M.1, Utilities and Service Systems—Water Infrastructure, upgrades to fire flow infrastructure are anticipated and would involve replacing the existing 8-inch diameter water mains in Beatrice Street and Jandy Place and adding fire hydrants in the area to increase fire flow protection. Additionally, as discussed in Section IV.J.2, Public Services—Police Protection and Section IV.M.2, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, and the Initial Study included in Appendix A of this Draft EIR, the Los Angeles Police Department, SoCal Gas, and LADWP would have capacity to serve the Project with regard to police protection and energy infrastructure.</p>
<p><b>Objective 3.2:</b> Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.</p>	<p><b>No Conflict.</b> Pursuant to Mitigation Measure TR-MM-1 in Section IV.K, Transportation, of this Draft EIR, the Project would implement a Transportation Demand Management (TDM) program, which would include the subsidization of transit fare for employees of the Project site and workplace parking pricing, thereby incentivizing alternative modes of transportation. The Project site is located in an area well-served by public transit. Public transit service in the vicinity is currently provided by multiple lines, including Metro Local Lines 108, 110, Commuter Express 437B, Culver CityBus Line 4, and City of Santa Monica Big Blue Bus 14. The Project would also provide 63 bicycle parking spaces onsite, in an area with</p>

**Table 2 (Continued)**  
**Applicable Goals, Objectives, and Policies of the General Plan Framework Element**

Goal/Objective/Policy	Would the Project Conflict?
	its own access point and facilities, such as showers and repair station, to support safe and comfortable bicycle travel by providing end-of-trip amenities. Therefore, the Project would provide opportunities for the use of alternative modes of transportation, including access to public transit and opportunities for walking and biking, thereby promoting an improved quality of life and facilitating a reduction in vehicle trips, vehicle miles traveled (VMT), and air pollution.
<p><b>Objective 3.3:</b> Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.</p>	<p><b>No Conflict.</b> As detailed in the Initial Study prepared for the Project, which is included in Appendix A of this Draft EIR, the Project's employment growth would be well within SCAG's projections for the Subregion, which serve as the basis for the City's planned provisions of transportation and utility infrastructure and public services. Since the Project does not propose a housing component, it would not directly induce a new residential population that would contribute to population growth in the vicinity of the Project site. As discussed in Objective 3.2 above, the Project would be located in an area well-served by public transit, including the Metro Local Lines, Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus. In addition, as discussed in Policy 3.1.2 above, agencies providing public services and utilities to the Project site would have capacity to serve the Project.</p>
<p><b>Objective 3.4:</b> Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.</p>	<p><b>No Conflict.</b> The Project includes office and commercial uses that would be located in an area well-served by transit, as discussed in Objective 3.2 above, and compatible with existing and proposed uses within the surrounding area. Refer to Policy 3.2.4 for further discussion of the Project's compatibility, in terms of both land use and design, with the surrounding area.</p>
<p><b>Policy 3.14.4:</b> Limit the introduction of new commercial and other non-industrial uses in the existing commercial manufacturing zones to uses which support the primary industrial function of the location in which they are located.</p>	<p><b>No Conflict.</b> While the Project would develop additional commercial office space within the Project site, which is zoned for Light Industrial uses, given that the Project site is currently already developed with other commercial office uses, and the Project would involve similar uses, the Project would not introduce a new commercial or other non-industrial use not already found within the Project site or surrounding area. As previously described, the Project is located within an area generally consisting of commercial office and industrial uses. Thus, the Project would continue to support the remaining industrial, warehouse, and commercial uses in the surrounding area.</p>
<p><b>Goal 3L:</b> Districts that promote pedestrian activity and provide a quality experience for the</p>	<p><b>No Conflict.</b> As previously discussed, the Project would incorporate landscaping, seating areas, new sidewalks,</p>

**Table 2 (Continued)**  
**Applicable Goals, Objectives, and Policies of the General Plan Framework Element**

Goal/Objective/Policy	Would the Project Conflict?
<p>City's residents.</p> <p><b>Objective 3.16:</b> Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.</p>	<p>and access points throughout the Project site.</p>
<b>Urban Form and Neighborhood Design Chapter</b>	
<p><b>Objective 5.5:</b> Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.</p>	<p><b>No Conflict.</b> The Project site is located in a highly urbanized area within a low- and medium-rise commercial office and industrial, mixed-use neighborhood. The Project would improve the area by replacing structures with a modernized office building with ground floor retail and restaurant space that would respond to the evolving needs of a growing creative office commercial sector. The Project would incorporate landscaping, seating areas, new sidewalks, and access points throughout the Project site. Overall, the uses and improvements proposed under the Project would enhance the quality of the Project vicinity and public realm.</p>
<p><b>Objective 5.9:</b> Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.</p>	<p><b>No Conflict.</b> As discussed in Section IV.J.2, Public Services—Police Protection, of this Draft EIR, the Project would incorporate Project Design Features POL-PDF-1 through POL-PDF-7 to promote individual and community safety on the Project site. During construction, the Project would provide temporary security measures, including security fencing, lighting, locked entry, and regular security patrols during non-construction hours in accordance with Project Design Feature POL-PDF-1. In accordance with Project Design Features POL-PDF-2 through POL-PDF-4, the Project would include keycard entry for the building and parking areas; proper lighting of building entries and walkways to facilitate pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings; and sufficient lighting of parking areas to maximize visibility and reduce areas of concealment. As specified by Project Design Feature POL-PDF-5, Project entrances to and exits from buildings, open spaces around buildings, and pedestrian walkways would be designed to be open and in view of surrounding sites. Furthermore, the Applicant would consult with the Los Angeles Police Department (LAPD) regarding the incorporation of additional feasible crime prevention features into the building design and operation and submit a diagram of the Project site showing access routes and other information that might facilitate police response as required by Project Design Feature POL-PDF-6.</p>

**Table 2 (Continued)**  
**Applicable Goals, Objectives, and Policies of the General Plan Framework Element**

Goal/Objective/Policy	Would the Project Conflict?
<b><i>Economic Development Chapter</i></b>	
<p><b>Objective 7.2:</b> 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><b>No Conflict.</b> The Project would provide 196,100 square feet of office space and 3,400 square feet of ground floor retail and restaurant space. The proposed uses would generate new employment opportunities and support the commercial needs of existing and future residents, businesses, and visitors in and around the vicinity. The Project also would encourage new pedestrian activity within and around the Project site through improved landscaping and streetscaping. The Project’s location would also encourage site employees, from both the new and existing buildings, to patronize the influx of local commercial and industrial businesses located nearby and in the broader area. In addition, as previously detailed, the Project site would offer convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle trips, vehicle miles traveled, and air pollution to ensure maximum feasible environmental quality.</p>
<b><i>Infrastructure and Public Services Chapter</i></b>	
<p><b>Policy 9.3.1:</b> Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.</p>	<p><b>No Conflict.</b> Wastewater generated by the Project would be typical of office, retail, and restaurant uses and would not include industrial grade discharge containing hazardous substances. As described in Section IV.G, Hazards and Hazardous Materials, of this Draft EIR, the Project would use typical but potentially hazardous materials, including those used for building and ground maintenance, cleaning solvents, and pesticides for landscaping. Activities involving the handling and disposal of hazardous wastes would occur in compliance with all applicable federal, State, and local requirements. In addition, as discussed in the Initial Study prepared for the Project and included as Appendix A of this Draft EIR, the Project would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface water quality. Specifically, the Project would implement a Stormwater Pollution Prevention Plan (SWPPP) during construction as required under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The Project would implement BMPs, including erosion control and stormwater and non-stormwater management to minimize the discharge of pollutants in stormwater runoff. In addition, during operation, the Project would implement LID strategies in accordance with the current City of Los Angeles LID Ordinance requirements. The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. Implementation of the proposed BMP system would result in the treatment of the entire</p>



**Table 2 (Continued)**  
**Applicable Goals, Objectives, and Policies of the General Plan Framework Element**

Goal/Objective/Policy	Would the Project Conflict?
	required volume for the Project site and the elimination of pollutant runoff up to the 85th percentile storm event.
<p><b>Goal 9B:</b> A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.</p> <p><b>Objective 9.6:</b> Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.</p>	<p><b>No Conflict.</b> The Project would implement best management practices (BMPs) to minimize the discharge of pollutants in stormwater runoff during construction. During operation, the Project would implement Low Impact Development (LID) strategies to manage stormwater runoff in accordance with the current City of Los Angeles LID Ordinance requirements.</p>
<p><b>Goal 9C:</b> Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.</p> <p><b>Objective 9.10:</b> Ensure that water supply, storage, and delivery systems are adequate to support planned development.</p>	<p><b>No Conflict.</b> As evaluated in the Initial Study prepared for the Project included in Appendix A of this Draft EIR, 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. Additionally, as discussed in Section IV.J.1, Public Services—Fire Protection and Section IV.M.1, Utilities and Service Systems—Water Infrastructure, upgrades to fire flow infrastructure are anticipated and would involve replacing the existing 8-inch diameter water mains in Beatrice Street and Jandy Place and adding fire hydrants in the area to increase fire flow protection.</p>
<p><b>Goal 9F:</b> Adequate collection, transfer and disposal of mixed solid waste—the City shall seek to ensure that all mixed solid waste that cannot be reduced, recycled or composted is collected, transferred and disposed of in a manner than minimizes adverse environmental impacts.</p>	<p><b>No Conflict.</b> As discussed in the Initial Study, which is included as Appendix A of this Draft EIR, 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 AB 939, AB 341, AB 1826, and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. The Project would comply with the City’s hauling requirements to remove waste from the building, and the Project would have adequate capacity to handle all trash collection.</p>
<p>Source: <i>Eyestone Environmental, 2023.</i></p>	

**Table 3**  
**Applicable Policies of Mobility Plan 2035**

Policy	Would the Project Conflict?
<p><b>Policy 1.6:</b> Design detour facilities to provide safe passage for all modes of travel during times of construction.</p>	<p><b>No Conflict.</b> As identified in Project Design Feature TR-PDF-1 in Section IV.K, Transportation, of this Draft EIR, the Project would prepare and implement a Construction Staging and Traffic Management Plan and Worksite Traffic Control Plan to minimize potential impacts to the surrounding area related to construction trucks, construction worker parking, and any possible sidewalk or lane closures and to ensure safe passage for all modes of travel during Project construction. In particular, the Worksite Traffic Control Plan would route vehicular traffic, bicyclists, and pedestrians around any parking area or sidewalk closures; identify sidewalk or lane closures, traffic control measures, signs, delineators, and flagmen; and establish work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. As such, the Project would ensure that access would remain unobstructed for land uses in proximity to the Project site during construction.</p>
<p><b>Policy 2.3:</b> Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.</p>	<p><b>No Conflict.</b> The Project would encourage pedestrian activity on and around the Project site by providing landscaping, seating areas, new sidewalks and access points throughout the Project site. As discussed above, retail and restaurant uses would be located at the ground floor. In addition, the Project site's proximity to a variety of public transit options and nearby commercial and office uses would promote walkability and reduce VMT.</p>
<p><b>Policy 3.1:</b> Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes—including goods movement—as integral components of the City's transportation system.</p>	<p><b>No Conflict.</b> The Project would promote this policy by providing adequate vehicular, pedestrian, and bicycle access on the Project site. The Project would provide a total of 811 vehicular parking spaces and 63 bicycle parking spaces in an area with its own access point and facilities, such as showers and repair station, to support safe and comfortable bicycle travel by providing end-of-trip amenities. Access to the ground floor retail and restaurant uses would be provided via the sidewalks and the proposed pedestrian paseo between the new building and existing office building to be retained. In addition, pursuant to Mitigation Measure TR-MM-1 in Section IV.K, Transportation, of this Draft EIR, the Project would implement a TDM program, which would include the subsidization of transit fare for employees of the Project site and workplace pricing parking, thereby incentivizing alternative modes of transportation. The Project would be located in an area well-served by public transit, including bus transit lines operated by Metro, Culver CityBus, and City of Santa Monica Big Blue Bus.</p>
<p><b>Policy 3.3:</b> Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs,</p>	<p><b>No Conflict.</b> The Project would promote equitable land use decisions that result in fewer vehicle trips by providing a mix of office and retail and restaurant space in proximity</p>

**Table 3 (Continued)**  
**Applicable Policies of Mobility Plan 2035**

Policy	Would the Project Conflict?
destinations, and other neighborhood services.	to other neighborhood services and providing these uses within an area well-served by public transit.
<b>Policy 3.8:</b> Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	<b>No Conflict.</b> The Project would require and provide 63 bicycle parking spaces (22 short-term and 41 long-term) on the Project site. The Project would also provide bicycle facilities, such as bicycle showers and a repair station on-site.
<b>Policy 4.8:</b> Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	<b>No Conflict.</b> As detailed in Section IV.K, Transportation, of this Draft EIR, in accordance with Mitigation Measure TR-MM-1, the Project would implement a TDM Program to promote non-auto travel and reduce the use of single-occupant vehicle trips by including measures, such as pricing workplace parking, travel behavior change programming, bicycle parking with facilities, such as showers and repair station, and subsidization of transit fares. As such, the Project would support the reduction of dependence on single-occupancy vehicles.
<b>Policy 5.2:</b> Support ways to reduce vehicle miles traveled (VMT) per capita.	<b>No Conflict.</b> The Project would provide a mix of office, restaurant, and retail space, which would provide opportunities for people to visit and work in the Project vicinity. As discussed above in Mobility Plan 2035 Policy 2.3, the Project would encourage walking and enhance pedestrian activity on and around the Project site by providing landscaping, seating areas, new sidewalks, and access points throughout the Project site. The Project would also support bicycling as a mode of transportation by providing 63 bicycle parking spaces with facilities, such as showers and a repair station. In addition, as discussed above in Mobility Plan 2035 Policy 4.8, the Project would implement a TDM Program that would promote non-automobile travel and reduce the use of single-occupant vehicle trips. Furthermore, the Project site’s proximity to a variety of public transit options would promote walkability and alternative transportation. Therefore, the Project would support a reduction of VMT per capita.
<b>Policy 5.4:</b> Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	<b>No Conflict.</b> While this policy represents a broad based goal relative to fuel sources, technologies, and infrastructure, as discussed in in Mobility Plan 2035 Policy 4.8, the Project would provide parking spaces that are equipped with electric vehicle (EV) charging stations and additional spaces capable of supporting future electric vehicle supply equipment (EVSE).

Source: *Eyestone Environmental, 2023.*

**Table 4  
Applicable Goals, Objectives, and Policies of the Palms–Mar Vista–Del Rey Community Plan**

Goal/Objective/Policy	Would the Project Conflict?
<b>Commercial</b>	
<p><b>Policy 2-1.4:</b> Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.</p>	<p><b>No Conflict.</b> As described in Section II, Project Description, of this Draft EIR, the area surrounding the Project site includes a variety of land uses, including office, light industrial, and manufacturing uses with multi-family and single-family residential uses. The Project would support this policy by developing a new modern 8-story building with restaurant, retail, and office space that has been designed to fit within the neighborhood context. Although the Project site’s zoning does not limit the height of the Project, the Project’s tallest elements would be oriented away from residential area. The Project would step down in size and scale lowering the height from 135 feet on the western portion of the Project site to the existing 20-foot tall office building on the eastern portion of the Project site. The building's varying sized floor plates accented by outdoor areas and extensive landscaping are designed to reduce the feeling of the mass of the building. The new integrated creative office campus, designed with a high level of quality, would provide landscaping, seating areas, new sidewalks, and access points throughout the Project site, including an internal pedestrian paseo with landscaping and seating areas to activate the pedestrian use of the neighborhood and provide buffers and transitions. The above grade parking would be fully screened with architectural elements and landscaping. Therefore, the Project would not conflict with this policy.</p>
<b>Industrial</b>	
<p><b>Objective 3-1:</b> To provide a viable industrial base with job opportunities for residents with minimal environmental and visual impacts to the community.</p> <p><b>Policy 3-1.1:</b> Designate and preserve lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing and similar uses which provide employment opportunities.</p>	<p><b>No Conflict.</b> The Project site is zoned for light industrial uses but is currently developed with office uses and accessory structures. The Project would replace structures with a modern office building with ground floor retail and restaurant uses that would respond to the evolving needs of a growing creative office commercial sector. The Project would retain the existing office building within the eastern portion of the Project site with the new office building with ground floor retail and restaurant uses within the western portion of the Project site, creating an integrated creative office campus. The Project would be an attractive and viable base for employment opportunities with minimal environmental and visual impacts to the community, as discussed in Section IV.A, Aesthetics, of this Draft EIR.</p>
<p><b>Policy 3-1.3:</b> Require that any proposed development be designed with adequate buffering and landscaping and that the proposed use be compatible with adjacent residential development.</p>	<p><b>No Conflict.</b> Refer to the discussion for Community Plan Policy 2-1.4 above and Urban Design—Commercial below.</p>

**Table 4 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Palms–Mar Vista–Del Rey Community Plan**

Goal/Objective/Policy	Would the Project Conflict?
<b>Public and Institutional Land Use</b>	
<p><b>Policy 8-1.1:</b> Review with the Police Department proposals for new development projects and land use changes to determine law enforcement needs and requirements.</p>	<p><b>No Conflict.</b> As discussed in Section IV.J.2, Public Services—Police Protection, of this Draft EIR, the Applicant submitted a Request for Police Services Information to the Los Angeles Police Department and received a response on December 2021. Therefore, the Project would not conflict with this objective and policy.</p>
<p><b>Policy 8-2.2:</b> Ensure adequate lighting around residential, especially multi-family, commercial, and industrial buildings to improve security.</p>	<p><b>No Conflict.</b> As described in Section II, Project Description, and Section IV.A, Aesthetics, of this Draft EIR, the Project lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the site. Project lighting would be designed to minimize light trespass from the Project site and would comply with all LAMC requirements. Specifically, all on-site exterior lighting would be automatically controlled via photo sensors to illuminate only when required and would be shielded or directed toward areas to be illuminated to limit spill-over onto nearby residential uses. Where appropriate, interior lighting would be equipped with occupancy sensors and/or timers that would automatically turn off lights when no one is present. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be subject to approval by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on sidewalks and roadways while minimizing light and glare on adjacent properties.</p>
<p><b>Policy 8-2.3:</b> Ensure that landscaping around buildings does not impede visibility.</p>	<p><b>No Conflict.</b> The Project includes trees and landscaping features that would be planted throughout the Project site and along the Project perimeter. An approved landscape plan would ensure that the landscaping does not impede visibility or create security issues.</p>
<p><b>Goal 9:</b> Protect the community through a comprehensive fire and life safety program.</p> <p><b>Policy 9-1.1.</b> Coordinate with the Fire Department the review of significant development projects and General Plan amendments affecting land use to determine the impact on service demands.</p>	<p><b>No Conflict.</b> As discussed in Section IV.J.1, Public Services—Fire Protection, of this Draft EIR, the LAFD was consulted in conjunction with the preparation of this Draft EIR. As stated by the LAFD in their letter, inclusion of the listed LAFD recommendations, along with any additional LAFD recommendations made during later reviews of the proposed project, will reduce impacts related to fire protection to an acceptable level. Additionally, as discussed in Section IV.J.1, Public Services—Fire Protection and Section IV.M.1, Utilities and Service Systems—Water Infrastructure, upgrades to fire flow infrastructure are anticipated and would involve replacing the existing 8-inch diameter water mains in Beatrice Street and Jandy Place and adding fire hydrants in the area to</p>

**Table 4 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Palms–Mar Vista–Del Rey Community Plan**

Goal/Objective/Policy	Would the Project Conflict?
	increase fire flow protection.
<b>Transportation Demand Management Strategies</b>	
<p><b>Goal 11:</b> Encourage alternative modes of transportation over the use of single occupant vehicles (SOV) to reduce vehicular trips.</p>	<p><b>No Conflict.</b> The Project would be located in an area well-served by public transit via multiple lines, including Metro Local Lines 108, 110, Commuter Express 437B, Culver CityBus Line 4, and City of Santa Monica Big Blue Bus 14. In addition, pursuant to Mitigation Measure TR-MM-1 in Section IV.K, 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 by including measures, such as price workplace parking, travel behavior change programming, bicycle parking (i.e., 63 spaces) with facilities, such as showers and repair station, and subsidization of transit fares. As such, the Project would provide opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle trips.</p>
<b>Non-Motorized Transportation</b>	
<p><b>Goal 12:</b> A system of safe, efficient and attractive bicycle and pedestrian facilities.</p> <p><b>Objective 12-2:</b> To promote pedestrian oriented mobility and utilization of the bicycle for commuter, school, recreational use, economic activity and access to transit facilities.</p>	<p><b>No Conflict.</b> The Project includes 63 bicycle parking spaces to support the proposed restaurant, retail, and office uses. Also refer to the consistency analysis for Goal 11.</p>
<b>Urban Design—Commercial</b>	
<p><u>Light and Glare</u></p> <ol style="list-style-type: none"> <li>1. Installing on-site lighting along all pedestrian walkways and vehicular access ways.</li> <li>2. Shielding and directing of on-site lighting onto driveways and walkways, directed away from adjacent residential uses.</li> </ol>	<p><b>No Conflict.</b> As described in Section II, Project Description, and Section IV.A, Aesthetics, of this Draft EIR, the Project lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the site. Project lighting would be designed to minimize light trespass from the Project site and would comply with all LAMC requirements. Specifically, all on-site exterior lighting would be automatically controlled via photo sensors to illuminate only when required and would be shielded or directed toward areas to be illuminated to limit spill-over onto nearby residential uses. Where appropriate, interior lighting would be equipped with occupancy sensors and/or timers that would automatically turn off lights when no one is present. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be subject to approval by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on</p>

**Table 4 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Palms–Mar Vista–Del Rey Community Plan**

Goal/Objective/Policy	Would the Project Conflict?
	sidewalks and roadways while minimizing light and glare on adjacent properties.
<p>_____</p> <p><i>Source: Eyestone Environmental, 2023.</i></p>	