

# **Appendix F**

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## Land Use Tables

# Appendix F

## Land Use Tables

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

Objective/Policy	Would the Project Conflict?
<i>Land Use Chapter</i>	
<b>Section 2. Issue One: Distribution of Land Use</b>	
<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, Utilities and Service Systems—Water Supply and Infrastructure, and Section IV.J.2, 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 public services facilities, the construction of which would cause significant environmental impacts. In addition, utilities to the Project Site would have capacity to serve the Project. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 3.1.3:</b> Identify area for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.</p>	<p><b>No Conflict.</b> While this policy relates to citywide provision of open space and the Project is not proposing residential uses, for which open space is required, the Project would incorporate a variety of open space and amenities throughout the Site. The building would include terraces that would be located on multiple levels throughout the building and would feature outdoor dining seating, lounge seating, and landscaping. The Project would include tenant terraces on Levels 2, 4, 5, 8, 9, and the roof which would provide seating, lounge areas, and landscaping. Meanwhile Level 10 would include a restaurant/entertainment terrace. Additional common open space would be provided on the first floor of the building and would include the plaza stairs, outdoor dining seating, new trees, and raised planters. The Project would provide approximately 33,100 square feet of open space (500 square feet of which would be a publicly accessible ground floor plaza). Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 3.1.5:</b> Allow amendments to the community plans and coastal plans to further refine General Plan Framework Element land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input. These changes shall be</p>	<p><b>No Conflict.</b> While this policy relates to the City allowing community plan amendments, the Project would require an amendment to the Hollywood Community Plan from Medium Residential to Limited Manufacturing to match the balance of the Project Site. The Project would require a Vesting Zone Change from R3 and MR1</p>

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

Objective/Policy	Would the Project Conflict?
<p>allowed provided (a) that the basic differentiation and relationships among land use districts are maintained, (b) there is no reduction in overall housing capacity, and (c) additional environmental review is conducted in accordance with the California Environmental Quality Act should the impacts of the changes exceed the levels of significance defined and modify the conclusions of the Framework Element's Environmental Impact Report.</p>	<p>to M1 to allow for office use across the entire Project Site, as well as a Height District Change from Height District No. 1 to Height District No. 2 with a D Limitation to allow a 4.5:1 FAR. With a mix of land uses, including office and neighborhood-serving commercial, the Project would maintain the basic differentiation and relationships among land use districts. In addition, the Project is subject to environmental review in accordance with CEQA. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 3.1.9:</b> Assure that fair treatment of people of all races, cultures, incomes, and education levels with respect to the development, implementation and enforcement of environmental laws, regulations, and policies, including affirmative efforts to inform and involve environmental groups, especially environmental justice groups, in early planning stages through notification and two-way communication.</p>	<p><b>No Conflict.</b> While this policy applies to the City, pursuant to CEQA, the City and the Project Applicant have engaged with the community throughout the planning and environmental review process. In accordance with CEQA Section 15082, a Notice of Preparation (NOP) of a Draft EIR was prepared to provide the public, nearby residents and property owners, responsible agencies, and other interested parties with information regarding the Project and its potential environmental effects. In accordance with Governor's Executive Order N-25-20, a virtual public scoping meeting was held on January 7, 2021 to share information regarding the Project and the environmental review process and to receive written public comments regarding the scope and content of the environmental analysis. Public comments on the Draft and Final EIR will also be received and a public hearing will be held on the Project. Thus, the Project does not conflict with this policy.</p>
<p><b>Objective 3.2:</b> Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.</p> <p><b>Policy 3.2.3:</b> Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.</p>	<p><b>No Conflict.</b> While this is a citywide objective, the Project supports this vision of development. Specifically, the Project is located in an area well served by public transit. The Project Site is located approximately one mile southwest of the Metro B Line (Red) Hollywood/Vine Station. In addition to the Metro B Line (Red), the Project Site is also served by Metro bus line 4 located approximately 0.2 mile northeast of the Project Site; and DASH Hollywood located approximately 0.4 mile north of the Project Site. In addition, Metro bus lines 210 and 224 also operate within 0.5 mile of the Project Site. Furthermore, the Project would provide a total of 58 bicycle parking spaces. In addition, the ground floor retail and 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 pursuant to Project Design Feature TR-PDF-1 and impacts with respect to vehicle miles traveled (VMT) would be less than significant. Therefore, the Project would provide opportunities for</p>

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

Objective/Policy	Would the Project Conflict?
	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, VMT, and air pollution. Thus, the Project would not conflict with this policy.
<p><b>Objective 3.3:</b> Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.</p>	<p><b>No Conflict.</b> As detailed in the Initial Study prepared for the Project, which is included in Appendix A of this Draft EIR, the Project does not include residential uses that would generate population growth, but the Project's 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. Therefore, the Project would not require the construction of utilities or transportation infrastructure and the Project would not conflict with this objective.</p>
<p><b>Section 3. Issue Two: Uses, Density, Characteristics—Neighborhood Districts</b></p>	
<p><b>Policy 3.8.4:</b> Enhance pedestrian activity by the design and siting of structures.</p>	<p><b>No Conflict.</b> The Project would enhance pedestrian activity along Seward Street, Romaine Street, and Hudson Avenue through building design and proposed streetscape amenities including new landscaping, street trees, and lighting, as well as by providing ground-level community-serving retail and restaurant use.</p>
<p><b>Policy 3.9.5:</b> Promote pedestrian activity by the design and siting of structures in accordance with Pedestrian-Oriented District Policies 3.16.1 through 3.16.3.</p>	<p><b>No Conflict.</b> Refer to Policy 3.8.4 above.</p>
<p><b>Policy 3.9.7:</b> Provide for the development of public streetscape improvements, where appropriate.</p>	<p><b>No Conflict.</b> Refer to Policy 3.8.4 above. In addition, there are currently no street trees adjacent to the Project Site and the Project would provide eight street trees along Romaine Street and Hudson Avenue, which would provide shading to users of the sidewalks. Thus, the Project would not conflict with this policy.</p>
<p><b>Section 3. Issue Two: Uses, Density, Characteristics</b>  <b>Industrial</b></p>	
<p><b>Section 3. Issue Two: Uses, Density, Characteristics—Transit Stations</b></p>	
<p><b>Objective 3.15:</b> 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><b>No Conflict.</b> While this is a citywide objective, the Project would support it by providing a new commercial development with employment opportunities in an area well served by public transit and close to residential uses. Specifically, the Project Site is served by the Metro B Line (Red) and multiple local and regional bus lines operated by Metro and LADOT. By locating the Project's mix of commercial, and office uses in an area well served by public transit, the Project would provide additional jobs</p>

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

Objective/Policy	Would the Project Conflict?
	while reducing VMT. Furthermore, the Project would not encroach on a low-density neighborhood. Thus, the Project would not conflict with this objective.
<b>Open Space and Conservation Chapter</b>	
<p><b>Goal 6A:</b> 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><b>No Conflict.</b> While this is a citywide/regional goal, the Project would contribute to the public and private open space system by including terraces that would be located on multiple levels of the proposed building and feature outdoor dining seating, lounge seating, and landscaping. The Project would include tenant terraces on Levels 2, 4, 5, 8, 9, and the roof which would provide seating, lounge areas, and landscaping. Meanwhile Level 10 would include a restaurant/entertainment terrace. Additional common open space would be provided on the first floor of the building and would include the plaza stairs, outdoor dining seating, new trees, and raised planters. The Project would provide approximately 33,100 square feet of open space (500 square feet of which would be a publicly accessible ground floor plaza). Thus, the Project would not conflict with this goal.</p>
<p><b>Policy 6.4.7:</b> Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources.</p>	<p><b>No Conflict.</b> While this is a citywide policy, the Project would support its implementation by providing approximately 33,100 square feet of open space, 500 square feet of which would be a publicly accessible ground floor plaza. Private open space provided by the Project would include terrace located on multiple levels and feature outdoor dining seating, lounge seating and landscaping. Specifically, The Project would include tenant terraces on Levels 2, 4, 5, 8, 9, and the roof which would provide seating, lounge areas, and landscaping. Meanwhile Level 10 would include a restaurant/entertainment terrace. Additional common open space would be provided on the first floor of the building and would include the plaza stairs, outdoor dining seating, new trees, and raised planters. While this on-site open space is intended to primarily serve Project patrons and employees, its inclusion would serve to reduce the demand on parks and recreational facilities in the vicinity of the Project Site. Thus, the Project would not conflict with this policy.</p>
<p><b>Policy 6.4.8:</b> Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.</p> <p>b. Encourage the improvement of open space, both on public and private property, as</p>	<p><b>No Conflict.</b> Refer to Policy 6.4.7 above.</p>

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

Objective/Policy	Would the Project Conflict?
<p>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>	
<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 support this objective by providing approximately 150,600 square feet of community-serving retail, restaurant, and office uses to complement the employment base of the Hollywood 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 this objective.</p>
<p><b>Policy 7.2.3:</b> Encourage new commercial development in proximity to rail and bus transit corridors and stations.</p>	<p><b>No Conflict.</b> The Project would develop approximately 150,600 square feet of community-serving retail, restaurant, and office uses in an area well served by public transit. Specifically, the Project Site is served by the Metro B Line (Red), multiple Metro bus lines, and one LADOT DASH bus line. The Metro B Line (Red) Hollywood/Vine Station is also located approximately one mile northeast of the Project Site. Thus, the Project would not conflict with this policy.</p>
<p><b>Policy 7.2.5:</b> Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.</p>	<p><b>No Conflict.</b> While this policy applies to residential developments, the Project would support this objective by including retail space. As discussed in Objective 7.2 and Policy 7.2.3 above, the Project would include approximately 2,200 square feet of community-serving retail uses that would serve employees, visitors, and the local neighborhood, which would reduce VMT. Thus, the Project would not conflict with this policy.</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> As discussed in the Initial Study prepared for the Project in Appendix A, of this Draft EIR, in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, the Project would implement a Stormwater Pollution Prevention Plan (SWPPP) adhering to the California Stormwater Quality Association BMP Handbook. The Project would implement best management practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in stormwater runoff. In addition,</p>

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

Objective/Policy	Would the Project Conflict?
	<p>during operation, the Project would include BMPs to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system as part of the Standard Urban Stormwater Mitigation Plan (SUSMP). 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, with the implementation of the BMPs, the Project would reduce the amount of hazardous substances and the total amount of flow entering the wastewater system over existing conditions and the Project would not conflict with this policy</p>
<p><b>Goal 9B:</b> A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.</p> <p><b>Objective 9.6:</b> Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.</p>	<p><b>No Conflict.</b> While this is a citywide goal, the Project would not interfere with its implementation as detailed in Policy 9.3.1 above. Thus, the Project would not conflict with this goal.</p>
<p><b>Objective 9.10:</b> Ensure that water supply, storage, and delivery systems are adequate to support planned development.</p>	<p><b>No Conflict.</b> As evaluated in Section IV.J.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, based on LADWP’s demand projections provided in its 2015 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.</p>
<hr/> <p><i>Source: Eyestone Environmental, 2022.</i></p>	

**Table 2**  
**Objectives and Policies of the Mobility Plan**

Objective/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-2 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 and that safe passage of all modes of travel will remain during times of Project construction. Thus, the Project would not conflict with this policy.</p>
<p><b>Policy 2.3:</b> Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.</p>	<p><b>No Conflict.</b> While this is a citywide policy, the Project would support its implementation. Specifically, one of the primary objectives of the Project is to create a street-level identity for the Project Site and improve the pedestrian experience through the introduction of commercial uses on the ground level. The Project would also provide new street trees where there currently are none and reduce the number of driveways on-site which would improve the pedestrian realm. Thus, the Project would not conflict with this policy.</p>
<p><b>Policy 2.10:</b> Facilitate the provision of adequate on and off-street loading areas.</p>	<p><b>No Conflict.</b> The Project would include an off-street loading areas within the ground level parking on Level 1 to avoid any conflicts between pedestrians and delivery trucks along Romaine Street and Hudson Avenue during Project operation. No passenger loading is proposed along Seward Street, Romaine Street, and Hudson Avenue. Thus, the Project would not conflict with this policy.</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> While this is a citywide policy, the Project would promote this policy by providing adequate vehicular and pedestrian access and providing bicycle facilities, as previously discussed. In addition, the Project would be located in an area well served by public transit, including the Metro B Line (Red) and numerous local and regional bus lines. Thus, the Project would not conflict with this policy.</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, destinations, and other neighborhood services.</p>	<p><b>No Conflict.</b> The Project would support this policy by introducing new development consisting of commercial and office uses in proximity to residential uses, destinations, and other neighborhood services in an area</p>



**Table 2 (Continued)**  
**Objectives and Policies of the Mobility Plan**

Objective/Policy	Would the Project Conflict?
	well served by public transit. Thus, the Project would not conflict with this policy.
<b>Policy 3.4:</b> Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	<b>No Conflict.</b> The Project would support the implementation of this citywide policy by locating a new commercial development in an area well served by public transit. Workers and visitors of the Project would be well-served by local and regional transit options, which would reduce the number of vehicle miles traveled. Thus, the Project would not conflict with this policy.
<b>Policy 3.8:</b> Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	<b>No Conflict.</b> The Project would provide a total of 58 bicycle parking spaces consisting of 36 long-term spaces and 22 short-term spaces. The Project would also provide a closed-circuit security camera system to ensure that the bicycle parking and storage areas are secured and well-maintained. Bicycle showers would also be provided. Thus, the Project would not conflict with this policy.
<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 discussed in Section IV.H, Transportation, of this Draft EIR, the Project would support this policy by implementing a TDM program. Specifically, Project Design Feature TR-PDF-1, includes a TDM Program to 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 this policy.
<b>Policy 5.2:</b> Support ways to reduce vehicle miles traveled (VMT) per capita.	<b>No Conflict.</b> The Project supports implementation of this policy by locating community-serving retail, restaurant, and office uses in an area well served by public transit. The Project would also promote pedestrian activity through building design and streetscape amenities and bicycling opportunities. Furthermore, the Project would implement a TDM Program to promote non-auto travel and reduce the use of single-occupant vehicle trips. Therefore, the Project would support ways to reduce VMT. Thus, the Project would not conflict with this policy.
<b>Policy 5.4:</b> Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	<b>No Conflict.</b> While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the Project would not inhibit the City's implementation of this goal. The Project would support this policy by providing parking spaces that are equipped with electric vehicle charging stations and wired for future charging capabilities as required by the City. Specifically, the Project would comply with the City's EV charging requirements which specifies that 10 percent of new parking spaces would require EV charging equipment. In addition, 30 percent of all new parking spaces would be

**Table 2 (Continued)  
Objectives and Policies of the Mobility Plan**

Objective/Policy	Would the Project Conflict?
	required to be EV “ready” which will be capable of supporting future EV charging equipment. Thus, the Project would not conflict with this policy.
<p><b>Policy 5.5:</b> Maximize opportunities to capture and infiltrate stormwater within the City’s public right-of-ways.</p>	<p><b>No Conflict.</b> The Project would not conflict with or inhibit this citywide policy. The Project would additionally prevent additional stormwater effluent entering the public right of way through a SWPPP, which is an improvement over existing conditions where no BMPs exist on-site. Thus, the Project would not conflict with this policy.</p>
<p>_____</p> <p>Source: Eyestone Environmental, 2022.</p>	

**Table 3**  
**Applicable Objectives and Policies of the Hollywood Community Plan**

Objective/Policy	Would the Project Conflict?
<p><b>Objective 5.</b> 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><b>No Conflict.</b> As discussed in Section IV.G.1, Public Services—Fire Protection; Section IV.G.2, Public Services—Police Protection; and in the Initial Study provided in Appendix A 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, utilities to the Project Site would have capacity to serve the Project. The Project's impacts on public services would be less than significant. In addition, the Project would provide on-site open space to serve Project visitors and employees, which would reduce the potential for additional demand to be placed on public parks and open space areas. Thus, the Project would not conflict with this objective.</p>
<p><b>Objective 6.</b> 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><b>No Conflict.</b> While this is a citywide objective, the Project would support its implementation. Specifically, the Project Site is located in a highly urbanized area well-served by public transit provided by Metro and LADOT. The Project would include various streetscape improvements such as new street trees where there currently are none and landscaping to encourage walkability. Furthermore, the Project would provide 58 short- and long-term bicycle parking spaces, per LAMC requirements. Thus, the Project would promote opportunities for the use of alternative modes of transportation, including use of public transportation, walking, and bicycling and would not conflict with this objective</p>
<p><b>Objective 7.</b> To encourage the preservation of open space consistent with property rights when privately owned and to promote the preservation of views, natural character and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.</p>	<p><b>No Conflict.</b> There is currently no open space on the Project Site and the Project would not conflict with this objective.</p>
<b>Circulation</b>	
<p>No increase in density shall be effected [sic] by zone change or subdivision unless it is determined that the local streets, major and secondary highways, freeways, and public transportation available in the area of the property involved, are adequate to serve the traffic generated.</p>	<p><b>No Conflict.</b> The Project would require a Vesting Zone Change from R3 and MR1 to M1 to allow for office uses across the entire Project Site (no residential uses are proposed); and a Height District Change from Height District No. 1 to Height District No. 2 with a D Limitation to allow a 4.5:1 FAR. These changes would not increase the density of the area. In addition, as discussed in the Project's Transportation Assessment included as Appendix J of this Draft EIR, the existing highways and public transportation infrastructure would have adequate capacity to serve the Project. Thus, the Project would not conflict with this policy.</p>

**Table 3 (Continued)**  
**Applicable Objectives and Policies of the Hollywood Community Plan**

Objective/Policy	Would the Project Conflict?
<b>Service Systems</b>	
<p>No increase in density shall be effected by zone change or subdivision unless it is determined that such facilities are adequate to serve the proposed development.</p>	<p><b>No Conflict.</b> The Project would require a Vesting Zone Change from R3 and MR1 to M1 to allow for office uses across the entire Project Site (no residential uses are proposed); and a Height District Change from Height District No. 1 to Height District No. 2 with a D Limitation to allow a 4.5:1 FAR. The Project Site is located in an urbanized area with established service facilities. As discussed in the Initial Study included in Appendix A of this Draft EIR, Section IV.C, Energy, Section IV.J.1, Utilities and Service Systems—Water Supply, and Section IV.J.2, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, the Project would not result in significant impacts to public services and utilities. In addition, compliance with regulatory measures, and implementation of project design features would ensure that public services and utilities would have adequate capacity to service the Project. Thus, the Project would not conflict with this policy.</p>
<p>Source: <i>Eyestone Environmental, 2022.</i></p>	

**Table 4**  
**Applicable Goals of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)**

Goals & Strategies	Would the Project Conflict?
Improve mobility, accessibility, reliability, and travel safety for people and goods.	<b>No Conflict.</b> Although this goal applies at a regional level, the Project would be developed within an existing urbanized area well served by public transit that provides an established network of roads and freeways that provide local and regional access to the area. In addition, as described in Objective 3.2 in Table 1 above, the Project Site is served by a variety of nearby mass transit options, including the Metro B Line (Red) and a number of Metro and LADOT bus lines. In addition, the Project would provide bicycle parking spaces for the proposed uses that would serve to promote walking and use of bicycles. The Project would also include adequate parking to serve the proposed uses and would provide charging stations to serve electric vehicles. As such, the Project would maximize mobility and accessibility by providing opportunities for the use of several modes of transportation, including convenient access to public transit and opportunities for walking and biking. Therefore, the Project would not conflict with this goal.
Increase person and goods movement and travel choices within the transportation system.	<b>No Conflict.</b> Although this goal applies at a regional level, the Project would be developed within an existing urbanized area that provides an established network of roads, freeways, and transit that provide local and regional access to the area, including the Project Site. Specifically, the Project includes the development of a new commercial development with office, retail, and restaurant uses in an area well served by transit. The Project Site is located approximately one mile southwest of the Metro B Line (Red) Hollywood/Vine Station. In addition to the Metro B Line (Red), the Project Site is also served by Metro bus line 4 located approximately 0.2 mile northeast of the Project Site; and DASH Hollywood located approximately 0.4 mile north of the Project Site. In addition, Metro bus lines 210 and 224 also operate within 0.5 mile of the Project Site. The Project would also promote bicycle use through the provision of a total of 58 bicycle parking spaces for Project Uses. The Project would enhance the pedestrian environment along the perimeter of the Project Site. New trees and landscaping would also be provided throughout the Project Site. Thus, the Project would not conflict with this goal.
Reduce greenhouse gas emissions and improve air quality.	<b>No Conflict.</b> As evaluated in Section IV.A, Air Quality, of this Draft EIR, the Project would result in less than significant impacts related to air quality during both construction and operation. 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

**Table 4 (Continued)**  
**Applicable Goals of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)**

Goals & Strategies	Would the Project Conflict?
	<p>consist of compliance with regulatory requirements, including the provisions set forth in the CALGreen Code that have been incorporated into the City of Los Angeles Green Building Code. These features also include energy conservation, water conservation, and waste reduction features. The Project would also include the installation of solar panels as required by Title 24. The Project would also comply with the City's EV charging requirements which specifies that 10 percent of new parking spaces would require EV charging equipment. In addition, 30 percent of all new parking spaces would be required to be EV "ready" which will be capable of supporting future EV charging equipment. While these measures are intended to reduce GHG emissions, they would also improve air quality. Thus, the Project would not conflict with this goal.</p>
Support healthy and equitable communities	<p><b>No Conflict.</b> Although this goal applies at a regional level, the Project would support its implementation. As discussed above, the Project would promote alternative methods of transportation through the provision of a total of 58 secure bicycle parking spaces and showers for Project uses. The Project's location within an area with commercial uses and well-served by transit would promote walking and other forms of active transportation. The Project would also improve the pedestrian realm through the provision of new street trees and landscaping. Thus, the Project would not conflict with this goal.</p>
Adapt to changing climate and support an integrated regional development pattern and transportation network.	<p><b>No Conflict.</b> While this is a regional policy, the Project would support its implementation by developing an infill commercial development in an area well served by transit. As discussed above, the Project Site is well served by transit including the Metro B (Red) Line and numerous bus lines. 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. Thus, the Project would not conflict with this goal.</p>
Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.	<p><b>No Conflict.</b> While this is a regional policy, the Project would support its implementation through development of office, retail, and restaurant uses in an area well served by transit. The Project Site is located approximately one mile southwest of the Metro B Line (Red) Hollywood/Vine Station. In addition to the Metro B Line (Red), the Project Site is also served by Metro bus line 4 located approximately 0.2 mile northeast of the Project Site, DASH Hollywood line located 0.4 mile north of the Project Site, and Metro bus lines 210 and 224 within 0.5 mile of the Project Site. The Project would also promote bicycle use</p>

**Table 4 (Continued)**  
**Applicable Goals of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)**

Goals & Strategies	Would the Project Conflict?
	through the provision of a total of 58 bicycle parking spaces. The Project would enhance the pedestrian environment along the perimeter of the Project Site. New trees and landscaping would also be provided throughout the Project Site.
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.	<b>No Conflict.</b> Although the Project does not include residential uses, it would develop 150,600 square feet of new commercial uses in close proximity to residential and commercial uses, as well as public transportation.
Plan for growth near transit investments and support implementation of first/last mile strategies.	<b>No Conflict.</b> While this is a regional policy, the Project would support its implementation through the development of a new infill, commercial development with office, retail, and restaurant uses in an area well served by transit. The Project Site is located approximately one mile southwest of the Metro B Line (Red) Hollywood/Vine Station. In addition to the Metro B Line (Red), the Project Site is also served by Metro bus line 4 located approximately 0.2 mile northeast of the Project Site, DASH Hollywood line located 0.4 mile north of the Project Site, and Metro bus lines 210 and 224 within 0.5 mile of the Project Site. The Project would also support first/last mile strategies through the provision of a total of 58 bicycle parking spaces. The Project would enhance the pedestrian environment along the perimeter of the Project Site. New trees and landscaping would also be provided throughout the Project Site.
Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.  Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.	<b>No Conflict.</b> The Project is an infill development that would replace a 2,551 square-foot restaurant, 8,442 square-foot studio and production space, and associated surface parking areas with new office, retail, and restaurant uses totaling 150,600 square feet. The new uses would be located in close proximity to residential and commercial uses, as well as public transportation.
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).	<b>No Conflict.</b> The Project includes the development of a new infill, commercial development with office, retail, and restaurant uses in an area well served by transit. The Project Site is located approximately one mile southwest of the Metro B Line (Red) Hollywood/Vine Station. In addition to the Metro B Line (Red), the Project Site is also served by Metro bus line 4 located approximately 0.2 mile northeast of the Project Site, DASH Hollywood line located 0.4 mile north of the Project Site, and Metro bus lines 210 and 224 within 0.5 mile of the Project Site. The Project would also promote bicycle use through the provision of a total of 58 bicycle parking spaces. The Project would

**Table 4 (Continued)**  
**Applicable Goals of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)**

Goals & Strategies	Would the Project Conflict?
	enhance the pedestrian environment along the perimeter of the Project Site. New trees and landscaping would also be provided throughout the Project Site.
Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supporting and safe infrastructure such as dedicated lanes, charging and parking/drop-off space.	<b>No Conflict.</b> Although the Project does not include bike share facilities, the Project would support bicycle use by providing 58 bicycle parking spaces (36 long-term and 22 short-term) and electric vehicle charging infrastructure. Specifically, the Project would also comply with the City’s EV charging requirements which specifies that 10 percent of new parking spaces would require EV charging equipment. In addition, 30 percent of all new parking spaces would be required to be EV “ready” which will be capable of supporting future EV charging equipment.
<hr/> <p><i>Source: Eyestone Environmental, 2022.</i></p>	