

Appendix F

Land Use Tables

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

Objective/Policy	Would the Project Conflict?
<i>Land Use Chapter</i>	
Distribution of Land Use	
<p>Policy 3.1.1: Identify areas on the Land Use Diagram and the Community Plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.</p>	<p>No Conflict. While this policy primarily pertains to the citywide distribution of land uses, the Project would not conflict with the Framework Element’s Long Range Land Use Diagram for the City’s Metro area, which designates the Project Site as a Community Center. Development of the Project would support the intent of the Community Center designation by providing a mix of commercial uses that provide employment opportunities and enhance commercial services in the Hollywood area, and 735 new housing units to serve the needs of existing and future residents by providing housing in close proximity to commercial, retail, entertainment, and restaurant uses. The Project is also in an area that is well served by a variety of public transit options which, along with its mix of residential and commercial uses, would reduce vehicle miles traveled (VMT). Furthermore, the development of the Project, with a proposed Floor Area Ratio (FAR) of up to 3 to 1, would be consistent with the range of floor area ratios from 1.5:1 to 3:1 contemplated by the Framework Element.</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. This policy primarily refers to the citywide provision of public infrastructure. However, as discussed in Section IV.H.1, Public Services—Fire Protection, Section IV.H.2, Public Services—Police Protection, Section IV.H.3, Public Services—Schools, Section IV.H.4, Public Services—Libraries, Section IV.H.5, Public Services—Parks and Recreation, Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, Section IV.K.2, Utilities and Service Systems—Wastewater, and IV.K.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, utilities to the Project Site would have capacity to serve the Project. Therefore, the Project would have less than significant impacts on these environmental factors and the Project would not</p>

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

Objective/Policy	Would the Project Conflict?
	conflict with this policy.
<p>Policy 3.1.3: Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parkland and trails, neighborhood parks, and urban open spaces.</p>	<p>No Conflict. While this policy primarily relates to citywide provision of open space, the Project would provide 96,800 square feet of open space, which exceeds the 77,200 square feet required by the Specific Plan. Specifically, at the ground level, the Project would provide a plaza and pedestrian paseo that would include paving materials, raised planters, outdoor dining areas, and landscape elements that would enhance the Sunset Boulevard streetscape adjacent to the Project Site. In addition to enhancing the streetscape, the provision of on-site recreational and open space amenities for residents would reduce the use of neighborhood parks and therefore minimize impacts upon them. The paseo and the plaza would be publicly accessible from adjacent sidewalks which would maintain standard widths, as required by the City. Each building would be oriented around an open space courtyard with shared amenities for the residents that would include multiple terraces with swimming pools, spas, cabanas, multiple lounge and seating areas, a paseo with water and landscape elements, a fitness courtyard, outdoor fireplaces, and outdoor kitchens. These courtyards would be provided at the podium level for Buildings 1 and 2 and at Level 2 for Buildings 3 and 4. Additionally, a dog park would be located on Level 2 and private patios would be provided throughout the residential development. Indoor recreation areas would be located on the third and fourth levels. In addition, an outdoor terrace is proposed atop the indoor recreation areas with multiple lounge areas and landscaping.</p>
<p>Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram (Figures 3-1 to 3-4) and Table 3-1.</p>	<p>No Conflict. The General Plan Framework Long-Range Land Use Diagram for the City’s Metro area shows that the Project Site is within a Community Center. Generally, different types of Regional Centers fall within the range of FARs from 1.5:1 to 3:1 and are characterized by 2- to 6-story buildings. As discussed in Section II, Project Description, of this Draft EIR, the Project would include approximately 882,250 square feet of floor area corresponding to an FAR of approximately 3:1. Therefore, the Project is consistent with the range of FARs that is characteristic of a Community Center. In addition, the Metro B (Red) Line Hollywood and Western Station is located approximately 0.25 mile to the north of the Project Site. As such, the Project, which would create additional housing to meet demand in the Hollywood community and short- and long-term employment, would be consistent with the type of development that is envisioned for Community Centers in</p>

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

Objective/Policy	Would the Project Conflict?
	the General Plan Framework.
<p>Policy 3.1.5: 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 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>No Conflict. The Project does not include an amendment to the Community Plan or Vermont/Western Station Neighborhood Area Plan (Specific Plan) and therefore would not conflict with this policy. The proposed mixed use development would be consistent with anticipated uses and allowed development accounted for within the Hollywood Community Plan and the Specific Plan. Additionally, the Project would meet the development regulations as specified within the Community Plan and the Specific Plan.</p>
<p>Policy 3.1.9: Assure that fair treatment of people of all races, cultures, incomes, and education levels with respect to the development, implementation and enforcement of environmental laws, regulations, and policies, including affirmative efforts to inform and involve environmental groups, especially environmental justice groups, in early planning stages through notification and two-way communication.</p>	<p>No Conflict. Pursuant to the California Environmental Quality Act (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. A public scoping meeting was held on July 13, 2017, at an accessible location to share information regarding the Project and the environmental review process and to receive written public comments regarding the scope and content of the environmental analysis. Public comments on the Draft EIR will also be received and a public hearing will be scheduled after the completion of the Final EIR. Thus, the Project does not conflict with this policy.</p>
<p>Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.</p> <p>Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.</p>	<p>No Conflict. The Project Site is located in an area well-served by public transit provided by Metro and LADOT, including bus stops along Sunset Boulevard. In addition, the Metro B (Red) Line Hollywood and Western Station is located approximately 0.25 mile north of the Project Site. The Project includes a total of approximately 548 short- and long-term bicycle parking spaces for residents and visitors. In addition, the ground floor pedestrian paseo and plaza, as well as the provision of additional street trees proposed by the Project would promote walkability in the vicinity of the Project Site. The location of the Project allows for convenient access to public transit and provides opportunities for walking and biking. The Project Site is also in close proximity to existing activity</p>

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

Objective/Policy	Would the Project Conflict?
	centers and commercial uses along Sunset Boulevard and in the Project Site vicinity. Therefore, the Project would concentrate density and a diversity of uses along a major transit corridor that would provide opportunities for, and encourage the use of alternative modes of transportation, thereby facilitating a reduction in vehicle miles traveled and related air pollution.
Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	No Conflict. See the consistency analysis for Objective 3.2.
Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhances the character of commercial and industrial districts.	No Conflict. The Project Site is designated as a Community Center by the Specific Plan and is surrounded by a mix of multi-family residential, commercial, office, and entertainment uses within structures that range from low-rise to high-rise buildings. The Project would replace the existing 100,796 square feet of commercial uses and associated parking with four 6-story buildings up to 75 feet in height. The Project, as described in Section II, Project Description, is designed in a modern contemporary style and would be integrated into the Sunset Boulevard frontage, a commercial corridor that is characterized by a high degree of pedestrian activity. In addition, the aesthetic environment of the Project Site vicinity reflects a multitude of interspersed low-, mid-, and high rise structures with commercial and residential uses and associated infrastructure. The Project would become part of this urban fabric and the Project massing, height, and aesthetic character would be consistent with many of the existing and proposed commercial and residential structures in the vicinity of the Project Site. Thus, the Project would be consistent with the prevailing scale and character of the surrounding uses.
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.	No Conflict. As detailed Section IV.G, Population and Housing, of this Draft EIR, the Project's population and employment growth would be well within SCAG's projections for the Los Angeles Subregion, which serve as the basis for the General Plan Framework's demographics projections and planned provisions of transportation and utility infrastructure and public services. In addition, as discussed in Section IV.H.1, Public Services—Fire Protection, Section IV.H.2, Public Services—Police Protection, Section IV.H.3, Public Services—Schools, Section IV.H.4, Public Services—Libraries, Section IV.H.5, Public Services—Parks and Recreation, Section IV.I, Transportation, Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, Section IV.K.2, Utilities and Service Systems—Wastewater, and IV.K.3, Utilities and Service

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

Objective/Policy	Would the Project Conflict?
	Systems—Energy Infrastructure, of this Draft EIR, the Project would result in less than significant impacts related to utilities and transportation infrastructure. Therefore, environmental impacts would be less than significant, and the Project would not conflict with this objective.
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.	No Conflict. The Project proposes a mixed-use development consisting of new multi-family residential units and neighborhood-serving commercial uses along Sunset Boulevard in a designated Community Center. Sunset Boulevard is characterized as a transit corridor with a high degree of pedestrian activity. Sunset Boulevard is served by several Metro and LADOT bus lines and bus stops in the Project Site vicinity and is a designated High-Quality Transit Area (HQT) by both the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS. Also, see the consistency analysis for Policy 3.2.4.
Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.	No Conflict. See the consistency analysis for Policy 3.1.4 for a discussion of the Project's location within a Community Center, Objective 3.2 for a discussion of the Project's location in an area well-served by public transit, and Policy 3.2.4 for a discussion of the Project's location along the City's major boulevards.
Uses, Density, Characteristics—Multi-Family Residential	
Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.	No Conflict. See the consistency analysis for Policy 3.1.2 and Objective 3.3 for a discussion of sufficient public infrastructure, and Policy 3.2.4 for a discussion of stability and enhancement to the character of the Project Site and surrounding area. As described therein, the Project is an infill development located in area are containing existing public infrastructure that are serviced by existing facilities which would not cause unanticipated and/or new construction of public facilities. Therefore, the public infrastructure and services are sufficient to meet the Projects demand as discussed in the Public Services, and Utility and Service Systems Sections of this Draft EIR.
Uses, Density, Characteristics—Neighborhood Districts	
Policy 3.8.4: Enhance pedestrian activity by the design and siting of structures.	No Conflict. The Project would enhance pedestrian activity through building design and proposed streetscape amenities by developing neighborhood-

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

Objective/Policy	Would the Project Conflict?
	<p>servicing commercial uses along Sunset Boulevard, widening the sidewalks along Sunset Boulevard and Western Avenue to 15 feet and 12 feet, respectively, and planting new street trees along Sunset Boulevard, Serrano Avenue, and Western Avenue. The Project would also include ground floor retail, a pedestrian paseo and a plaza to further encourage pedestrian activity. These improvements would promote walkability and reduce vehicle trips.</p>
<p>Policy 3.9.5: 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>No Conflict. The Project would enhance pedestrian activity through building design and proposed streetscape amenities by developing neighborhood-serving commercial uses along Sunset Boulevard, widening the sidewalks along Sunset Boulevard and Western Avenue to 15 feet and 12 feet, respectively, and planting new street trees along Sunset Boulevard, Serrano Avenue, and Western Avenue. The Project would also include ground floor retail, a pedestrian paseo, and plaza to further encourage pedestrian activity. These improvements would promote walkability and reduce vehicle trips.</p>
<p>Policy 3.9.7: Provide for the development of public streetscape improvements, where appropriate.</p>	<p>No Conflict. The Project would improve the streetscape along Sunset Boulevard, Serrano Avenue, and Western Avenue by improving sidewalks and planting new street trees. Specifically, the sidewalks along Sunset Boulevard and Western Avenue would be widened to approximately 15 feet in width and the sidewalk along Serrano Avenue would be widened to approximately 12 feet in width. The Project also includes 12 new street trees along Western Avenue, nine new street trees along Sunset Boulevard plus retention of 11 existing Palm trees, and 10 new street trees along Serrano Avenue. These improvements would promote walkability and reduce vehicle trips as well as comply with required roadway circulation systems and bicycle parking requirements. Specifically, the Project would provide a total of 548 bicycle parking spaces, consisting of 76 short-term spaces and 472 long-term spaces.</p>
<p>Policy 3.9.8: Support the development of public and private recreation and small parks by incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.</p>	<p>No Conflict. The Project would provide a pedestrian paseo and plaza that would include paving materials, raised planters, outdoor dining areas, and landscape elements that would enhance the Sunset Boulevard streetscape adjacent to the Project Site. The paseo and the plaza would be publicly accessible from adjacent sidewalks which would maintain standard widths, as required by the City. These improvements would promote walkability and reduce vehicle trips. The Project would include a total of 96,800 square feet of open space which would serve to reduce the demand on park and</p>

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

Objective/Policy	Would the Project Conflict?
	recreational facilities in the vicinity of the Project Site.
Uses, Density, Characteristics Regional Centers	
Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate.	No Conflict. As discussed in response to Policy 3.9.7 above, the Project would improve the streetscape along Sunset Boulevard, Serrano Avenue, and Western Avenue by improving sidewalks and planting new street trees. Specifically, the sidewalks along Sunset Boulevard and Western Avenue would be widened to 15 feet in width and the sidewalk along Serrano Avenue would be widened to 12 feet in width. The Project also includes 12 new street trees along Western Avenue, nine new street trees along Sunset Boulevard plus retention of 11 existing Palm trees, and 10 new street trees along Serrano Avenue. These improvements would promote walkability and reduce vehicle trips.
Uses, Density, Characteristics Transit Stations	
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.	No Conflict. The Project would provide new mixed use residential and commercial development in an area served by a Metro B (Red) Line rail station and multiple regional and local Metro bus routes and local LADOT DASH lines. By locating the Project's mix of residential and commercial uses along Sunset Boulevard on a commercially zoned parcel within Hollywood's dense community, the Project would provide additional housing without encroaching into surrounding low-density neighborhoods and would reduce vehicle trips.
Objective 3.18: Provide for the stability and enhancement of multi-family residential, mixed-use, and/or commercial areas of the City and direct growth to areas where sufficient public infrastructure and services exist.	No Conflict. As discussed in Section IV.H.1, Public Services—Fire Protection, Section IV.H.2, Public Services—Police Protection, Section IV.H.3, Public Services—Schools, Section IV.H.4, Public Services—Libraries, Section IV.H.5, Public Services—Parks and Recreation, Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, Section IV.K.2, Utilities and Service Systems—Wastewater, and IV.K.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, utilities to the Project Site would have capacity to serve the Project. Therefore, the Project would have less than significant impacts on these environmental factors and the Project would not conflict with this objective.

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

Objective/Policy	Would the Project Conflict?
<i>Housing Chapter</i>	
<p>Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.</p>	<p>No Conflict. As discussed in Section IV.I, Transportation, of this Draft EIR, the Project Site is located in an area well-served by public transit provided by Metro and LADOT DASH, including bus stops along Sunset Boulevard. The Project Site is also located approximately 0.25 mile south of the Metro B (Red) Line Hollywood and Western Station. In addition, the Project Site is in close proximity to existing activity centers and commercial uses along Sunset Boulevard and in the Project vicinity. The proposed uses would be provided within the boundaries of the existing commercially-zoned Project Site and would be compatible with the surrounding commercial, residential, and commercial uses in the vicinity of the Project Site.</p>
<i>Urban Form and Neighborhood Design Chapter</i>	
<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. See the consistency analysis for Objective 3.8 and Policy 3.8.4 for a discussion of how the Project would reinforce and encourage pedestrian activity which would reduce VMT.</p>
<p>Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.</p>	<p>No Conflict. The Project would incorporate elements that would promote individual and community safety. Specifically, as provided in Project Design Features POL-PDF-2 through POL-PDF-4 in Section IV.H.2, Public Services—Police Protection, of this Draft EIR, the Project would include a security camera system; enhanced access (i.e., keycards, key fobs, mobile apps, etc.) for the residential buildings and the residential common areas; proper lighting of building entries and walkways to provide for 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. The Project would also design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites, as provided in Project Design Feature POL-PDF-5. Furthermore, as specified in Project Design Feature POL-PDF-6 and POL-PDF-7, the Applicant would consult with LAPD's Crime Prevention Unit regarding feasible crime prevention measures and would submit a diagram of the Project Site showing access routes and other information that might facilitate police response.</p>

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

Objective/Policy	Would the Project Conflict?
<i>Open Space and Conservation Chapter</i>	
<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>No Conflict. While this is a citywide/regional goal, the Project would not conflict with the public and private open space system because it would not encroach upon existing open space and the paseo and plaza included in the Project would be publicly accessible.</p>
<p>Policy 6.4.4: Consider open space as an integral ingredient of neighborhood character, especially in targeted growth areas, in order that open space resources contribute positively to the City's neighborhoods and urban centers as highly desirable places to live (see Chapter 5: Urban Form and Neighborhood Design).</p>	<p>No Conflict. The Project would provide 96,800 square feet of open space, which would exceed the 77,200 square feet required by the Specific Plan. Specifically, at the ground level, the Project would provide a pedestrian paseo and plaza that would include paving materials, raised planters, outdoor dining areas, and landscape elements that would enhance the Sunset Boulevard streetscape adjacent to the Project Site. The paseo and plaza would be publicly accessible from adjacent sidewalks which would maintain standard widths, as required by the City. Each building would be oriented around an open space courtyard with shared amenities for the residents that would include multiple terraces with swimming pools, spas, cabanas, multiple lounge and seating areas, paseo with water and landscape elements, a fitness courtyard, outdoor fireplaces, and outdoor kitchens. These courtyards would be provided at the podium level for Buildings 1 and 2 and at Level 2 for Buildings 3 and 4. Additionally, a dog park would be located on Level 2 and private patios would be provided throughout the residential development. Indoor recreation areas would be located on the third and fourth levels. An outdoor rooftop terrace is proposed atop the recreation building with multiple lounge areas and landscaping.</p>
<p>Policy 6.4.7: Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources.</p>	<p>No Conflict. The Project would support this City policy by providing 96,800 square feet of open space, which would be in excess of the 77,200 square feet required by the Specific Plan. Specifically, at the ground level, the Project would provide a plaza and a pedestrian paseo that would include paving materials, raised planters, outdoor dining areas, and landscape elements that would enhance the Sunset Boulevard streetscape adjacent to the Project Site. The paseo and plaza would be publicly accessible from adjacent sidewalks which would maintain standard widths, as required by the City. Each building at the podium level is oriented around an open space courtyard with shared amenities for the residents that would include multiple terraces with swimming pools, spas, cabanas, multiple lounge and seating areas, paseo with landscape elements, a fitness courtyard, outdoor fireplaces, outdoor kitchens, a dog park, and private patios. Indoor recreation areas would be located on the</p>

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

Objective/Policy	Would the Project Conflict?
	third and fourth levels. An outdoor rooftop terrace is proposed atop the indoor recreation areas with multiple lounge areas and landscaping. This on-site open space would serve to reduce the demand on parks and recreational facilities in the vicinity of the Project Site.
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.	No Conflict. See response to Policy 6.4.4 above.
Economic Development Chapter	
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 mixed-use development consisting of 735 new multi-family residential units and approximately 95,000 square feet of neighborhood-serving commercial uses that would serve the community and future businesses. The proposed neighborhood-serving commercial uses would complement the employment base of the Community Plan area, meet the needs of local residents, and foster continued economic growth. In addition, the Project Site would be well-served by public transit, would provide short- and long-term bicycle parking, and would be located in close proximity to existing activity centers and commercial uses along Sunset Boulevard and in the Project Site vicinity, thereby facilitating a reduction in vehicle trips, VMT, and air pollution to maximize feasible environmental quality.
Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.	No Conflict. The Project would construct a mixed-use development consisting of residential and commercial uses on a Project Site designated as Highway Oriented Commercial and located on Sunset Boulevard. Sunset Boulevard is characterized as a primary transit corridor with a mix of residential, commercial, and entertainment-related uses and a high degree of pedestrian activity. Sunset Boulevard includes several Metro and LADOT bus lines and bus stops in the Project vicinity. The Project is also located approximately 0.25 mile south of the Metro B (Red) Line Hollywood and Western Station. The location of the Project provides future residents with convenient access to public transit. The Project would also provide neighborhood-serving commercial uses to meet the needs of the residents and surrounding community. The Project would redevelop an existing commercial property and would not encroach upon existing residential neighborhoods. See also the consistency analysis for Objective 7.2.

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

Objective/Policy	Would the Project Conflict?
<p>Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.</p>	<p>No Conflict. The Project would provide approximately 95,000 square feet of commercial uses in an area well-served by public transit provided by Metro and LADOT, including bus stops along Sunset Boulevard. The Metro B (Red) Line Hollywood and Western Station is located approximately 0.25 mile north of the Project Site.</p>
<p>Policy 7.2.5: Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.</p>	<p>No Conflict. The Project includes approximately 95,000 square feet of neighborhood-serving commercial uses, including market and retail uses, which would serve Project residents, employees, clients, and the local neighborhood, which would reduce VMT.</p>
<p>Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.</p> <p>Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.</p>	<p>No Conflict. The Project would provide 735 new multi-family residential units consisting of a mix of studio, one-, and two- -bedroom units in an area well-served by public transit provided by Metro and LADOT bus lines along Sunset Boulevard. The Project is also located approximately 0.25 mile south of the Metro B (Red) Line Hollywood and Western Station. Thus, the Project would concentrate future residential development along Sunset Boulevard, a mixed-use/transit corridor, on a Project Site designated as Community Center in the General Plan Framework Element.</p>
<p>Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.</p>	<p>No Conflict. The Project would provide approximately 735 residential units in an area well-served by public transit provided by Metro and LADOT bus lines along Sunset Boulevard. The Project is also located approximately 0.25 mile south of the Metro B (Red) Line Hollywood and Western Station. Thus, the Project would concentrate future residential development along Sunset Boulevard, a mixed-use/transit corridor, on a Project Site designated as Community Center in the General Plan Framework Element. Therefore, the Project will use existing infrastructure and not require additional capital improvement projects for new public facilities to service the development.</p>
<p>Infrastructure and Public Services Chapter</p>	
<p>Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.</p>	<p>No Conflict. As discussed in the Initial Study prepared for the Project included in Appendix A of this Draft EIR, the Project would implement a Stormwater Pollution Prevention Plan (SWPPP) as required under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (Order No. 2009-0009-DWQ, as well as its subsequent amendments 2010-0014-DWQ and 2012-0006-DWQ). The Project would</p>

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

Objective/Policy	Would the Project Conflict?
	<p>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 as part of the Standard Urban Stormwater Mitigation Plan (SUSMP). Thus, with the implementation of the BMPs, the Project would reduce the amount of hazardous substances entering the municipal storm drain system. 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.K.1, Utilities and Service Systems—Water Supply and Infrastructure of this Draft EIR, which would minimize water use and the corresponding wastewater generation. Additionally, as per Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure of this Draft EIR, the Los Angeles Bureau of Sanitation (LASAN) would have adequate conveyance and treatment capacity for the Project's wastewater generation.</p>
<p>Goal 9B: A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.</p> <p>Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.</p>	<p>No Conflict. As discussed in the Initial Study prepared for the Project and included as Appendix A of this Draft EIR, the Project Site is currently approximately 95 percent impervious. With implementation of the Project, the amount of impervious surfaces would continue to be approximately 95 percent of the Project Site. Thus, stormwater flows from the Project Site would not increase with implementation of the Project. The Project would manage post-construction stormwater runoff with the implementation of BMPs as required by the SUSMP to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. The implementation of the Project's BMPs would result in an improvement in surface water quality runoff from the Project Site.</p>
<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.K.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, based on LADWP's demand projections provided in its 2015 Urban Water Management Plan and the findings of the Project's Water Supply Assessment, 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.</p>

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

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

Table 2
Applicable Goals, Objectives, and Policies of Mobility Plan 2035

Objective/Policy	Would the Project Conflict?
Mobility Plan 2035	
<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 discussed in Section IV.I, Transportation, of this Draft EIR, the Project would implement Project Design Feature TR-PDF-2, which requires the preparation of a Construction Traffic Management Plan that would incorporate safety measures around the construction site to reduce the risk to pedestrian traffic near the work area; minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians; and reduce the use of residential streets and congestion to public streets and highways. The Construction Traffic Management Plan would formalize how construction is carried out and identify specific actions required to reduce effects on the surrounding community. The construction traffic management plan would be based on the nature and timing of the specific construction activities for the Project and consider other projects under construction in the immediate vicinity of the Project Site.</p>
<p>Policy 2.3: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.</p>	<p>No Conflict. The Project would be located along Sunset Boulevard, a commercial corridor that is characterized by a high degree of pedestrian activity. The Project would further promote pedestrian activity by including a ground-level paseo and plazas with access to commercial uses. As part of the Project, the public right-of-ways would be maintained and enhanced from their current condition. Specifically, the sidewalks along Sunset Boulevard and Western Avenue would be widened to approximately 15 feet in width and the sidewalk along Serrano Avenue would be widened approximately 12 feet in width. Additionally, new street trees would be planted on Sunset Boulevard, Serrano Avenue, and Western Avenue.</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 access, improving pedestrian access, and providing bicycle facilities including 548 bicycle parking spaces, as discussed in detail in Section IV.I, Transportation, of this Draft EIR. In addition, the Project is located in an area well-served by public transit provided by Metro and LADOT, including bus stops along Sunset Boulevard and the Metro B (Red) Line Hollywood and Western Station.</p>
<p>Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</p>	<p>No Conflict. The Project would promote equitable land use decisions that result in fewer vehicle trips by providing a new mixed-use development consisting of residential and neighborhood-serving commercial uses in close proximity to jobs (including those that may be offered on-site), destinations, and other neighborhood services along Sunset Boulevard and other activity</p>

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

Objective/Policy	Would the Project Conflict?
	centers in the vicinity of the Project Site.
Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	No Conflict. The Project would be located in an area well-served by public transit provided by Metro and LADOT, including bus stops along Sunset Boulevard and the Hollywood and Western Metro Station. Thus, residents, workers and visitors of the Project would be well-served by existing transit services.
Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.	Consistent. The Project provides a total of approximately 548 bicycle parking spaces, including 472 long-term spaces and 76 short-term spaces, in excess of Specific Plan requirements. Short-term bicycle parking spaces would be distributed on the sidewalks along Sunset Boulevard and Western Avenue and within the plaza, and paseos. Long-term bicycle parking spaces would be provided on parking levels P1, P2, and P3. Two locker rooms would be located on-site, and would each consist of 24 lockers, a shower, toilet, and lavatory.
Policy 4.8: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	Consistent. As discussed in Section IV.I, Transportation, of this Draft EIR, pursuant to Project Design Feature TR-PDF-1, the Project would include a TDM program to reduce peak-hour vehicular traffic to and from the Project Site. In addition, the Project would be well-served by existing public transportation, including a Metro rail line station located 0.25 mile away and multiple nearby Metro and LADOT bus lines. The Project would also encourage non-auto travel and reduce the use of single-occupant vehicle trips by promoting walkability in the vicinity of the Project Site through the inclusion of various streetscape improvements such as wider sidewalks, additional trees, and landscaping. Specifically, the sidewalks along Sunset Boulevard and Western Avenue would be widened to 15 feet in width and the sidewalk along Serrano Avenue would be widened to 12 feet in width. In addition, the Project would include a ground-level plaza and paseo with access to the commercial uses to further encourage pedestrian activity. Furthermore, the Project would provide approximately 548 bicycle parking spaces, including 472 long-term spaces and 76 short-term spaces. Together, these measures would reduce dependence on single-occupancy vehicles.
Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.	No Conflict. The Mobility Plan promotes a combination of sustainable approaches to reduce vehicle miles traveled. Land use policies should be aimed at shortening the distance between housing, jobs, and services, thereby reducing the need to travel long distances on a daily basis. More attractive non-vehicle alternatives, including transit, walking, and bicycling,

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

Objective/Policy	Would the Project Conflict?
	<p>would also need to be offered. The Project is a mixed-use development consisting of residential uses and neighborhood-serving commercial uses located along Sunset Boulevard, a commercial corridor characterized by a high degree of pedestrian activity. The Project would provide greater accessibility to neighborhood services, jobs, and residences and would be well-served by existing public transportation, including a Metro rail line station located 0.25 mile from the Project Site and multiple nearby Metro and LADOT bus lines. The Project would also promote pedestrian activity through building design, streetscape amenities, and bicycling opportunities as discussed under Policies 2.3 and 4.8, above. Therefore, the Project would support ways to reduce VMT.</p>
<p>Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.</p>	<p>No Conflict. While this policy applies to citywide goals relative to fuel sources, technologies and infrastructure, the Project would facilitate the use of alternative-fuel, low-emitting, fuel-efficient, and rideshare vehicles by allocating preferred parking for these vehicles and providing electric vehicle charging stations in accordance with City requirements. 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 required to be EV “ready” which will be capable of supporting future EV charging equipment.</p>
<p>Policy 5.5: Maximize opportunities to capture and infiltrate stormwater within the City’s public right-of-ways.</p>	<p>No Conflict. As discussed in Section VI, Other CEQA Considerations and in the Initial Study included in Appendix A of this Draft EIR, the Project would implement BMPs for managing stormwater runoff in accordance with the current City of Los Angeles Low Impact Development (LID) Ordinance requirements. Based on the depth to groundwater beneath the site, infiltration could potentially occur under the building. If infiltration is not feasible, stormwater capture and reuse would be required. If neither of these methods is feasible, a high efficiency biofiltration/bioretention system would be implemented. Through one or a combination of these methods, the Project would meet City requirements with respect to stormwater management. Therefore, impacts would be less than significant, and the Project would not conflict with this policy.</p>
<p>Source: <i>Eyestone Environmental, 2021.</i></p>	

Table 3
Applicable Goals, Objectives, and Policies of the General Plan Housing Element 2013–2021

Policy	Would the Project Conflict?
<p>Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.</p>	<p>Consistent. The Project proposes a mixed-use development consisting of 735 new multi-family residential units, and neighborhood-serving commercial uses along Sunset Boulevard, Western Avenue and Serrano Avenue, within a Community Center as designated by both the Framework Element and designated as Highway Oriented Commercial by the Hollywood Community Plan. Sunset Boulevard is a primary transit corridor with a high degree of vehicular and pedestrian activity. In addition, Sunset Boulevard includes several Metro and LADOT bus lines and bus stops in the Project Site vicinity and is a designated an HQTAs by both the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS. The area surrounding the Project Site is characterized by a diverse mix of residential and commercial uses.</p>
<p>Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.</p>	<p>No Conflict. The Project would develop a mix of residential and neighborhood-serving commercial uses that would support the housing and employment needs of the local residents and would be compatible with the variety of residential and commercial uses surrounding the Project Site. The proposed 735 residential units would consist of a mix of studio, one-, and two-bedroom units intended to support a range of household types. In addition, the 95,000 square feet of ground-floor neighborhood-serving commercial uses would serve future residents, as well as the surrounding community.</p> <p>The Project would provide a variety of amenities, including multiple terraces with swimming pools, spas, cabanas, multiple lounge and seating areas, paseo with water and landscape elements, a fitness courtyard, outdoor fireplaces, outdoor kitchens, a dog park, and private patios. The Project would provide a total of 96,800 square feet of open space on the Project Site.</p> <p>The Project is located along Sunset Boulevard, a commercial corridor that is characterized by a high degree of pedestrian activity and is in an area well-served by public transit. The Metro B (Red) Line Hollywood and Western Station is located approximately 0.25 mile north of the Project Site. Transportation and utility infrastructure, as well as public services, are available and would be adequate to support the Project.</p> <p>Furthermore, as discussed in Section II, Project Description, of this Draft EIR, the Project would incorporate environmentally sustainable building features and construction protocols to support and promote the City's sustainability goals.</p>
<p>Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the</p>	<p>No Conflict. The Project has been designed and would be constructed to incorporate environmentally sustainable</p>

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Housing Element 2013–2021

Policy	Would the Project Conflict?
environment and minimize the use of non-renewable resources	building features and construction protocols required by the Los Angeles Green Building Code and CALGreen. These standards would reduce energy and water usage and waste generation, thereby reducing associated greenhouse gas emissions and minimizing the impact on natural resources and infrastructure. “Green” principles would be incorporated into the Project design through energy conservation, water conservation, a pedestrian- and bicycle-friendly site design, and waste reduction features. The Project would also utilize sustainable planning and building strategies and incorporate the use of environmentally friendly materials, such as non-toxic paints and recycled finish materials, whenever feasible. In addition, the Project Site’s proximity to the Metro B (Red) Line Hollywood and Western Station, as well as the bus lines on adjacent streets would encourage and support the use of public transportation and a reduction in vehicle miles traveled by Project residents, employees, and visitors.
Policy 2.3.2: Promote and facilitate reduction of water consumption in new and existing housing.	No Conflict. As discussed in Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, as provided in Project Design Feature WAT-PDF-1, the Project would incorporate high-efficiency fixtures and appliances and would use hydro-zoning/zoned irrigation to group plants with similar water requirements together. Additionally, the Project would include leak detection systems in the pools and spas would reduce water consumption on site.
Policy 2.3.3: Promote and facilitate reduction of energy consumption in new and existing housing	No Conflict. As discussed in IV.D, Greenhouse Gas Emissions, of this Draft EIR, the Project would incorporate project design features which improve energy efficiency and reduce energy consumption from the proposed uses, including the proposed new housing. As evaluated Section IV.C, Energy, of this Draft EIR, the Project would not result in the wasteful, inefficient use of energy, and impacts would be less than significant. As such, the Project would not conflict with this policy.
Policy 2.3.4: Promote and facilitate reduction of waste in construction and building operations.	No Conflict. As discussed in the Initial Study prepared for the Project, which is included in Appendix A of this Draft EIR, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris pursuant to the requirements of SB 1374. Materials that could be recycled or salvaged include asphalt, glass, and concrete. During Project operations, the Project would comply with AB 939, AB 341, AB 1826, and City waste diversion goals by providing clearly marked, source sorted receptacles to facilitate recycling. The Project would also comply with Ordinance

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Housing Element 2013–2021

Policy	Would the Project Conflict?
	No. 171,687 which requires a designated recycling area for Project residents to facilitate recycling which would further reduce the Project's waste during Project operation.
<p>Source: <i>Eyestone Environmental, 2021.</i></p>	

Table 4
Applicable Goals, 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.H.1, Public Services—Fire Protection; Section IV.H.2, Public Services—Police Protection; Section IV.H.3, Public Services—Schools; Section IV.H.4, Public Services—Libraries; Section IV.H.5, Public Services—Parks and Recreation; Section IV.I, Transportation/Traffic; Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure; Section IV.K.2, Utilities and Service Systems—Wastewater; and Section IV.K.3, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, the Project would result in less than significant impacts related to utilities or transportation infrastructure. In addition, as discussed in Section IV.H.5, Public Services—Parks and Recreation, of this Draft EIR, the Project would provide on-site open space and recreational amenities to serve the recreational needs of Project residents, which would reduce the potential for additional demand to be placed on public parks and open space areas. Environmental impacts would be less than significant, for Public Services – Parks and Recreation and the Project would not conflict with this objective.</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. The Project Site is located in a highly urbanized area that is well-served by public transit provided by Metro and LADOT. The Project would include various streetscape improvements such as improved sidewalks, additional street trees, and landscaping to encourage walkability. Specifically, sidewalks along Sunset Boulevard and Western Avenue would be widened to approximately 15 feet in width and the sidewalk along Serrano Avenue would be widened to approximately 12 feet in width, and the Project would plant new street trees along Sunset Boulevard, Serrano Avenue, and Western Avenue. In addition, the Project would include a paseo and plaza with access to the proposed commercial uses to further encourage pedestrian activity. Furthermore, the Project would provide approximately 548 short- and long-term bicycle parking spaces in excess of Specific Plan requirements. Thus, the Project would promote opportunities for the use of alternative modes of transportation, including use of public transportation, walking, and bicycling, which would reduce vehicle trips.</p>
<p>Objective 7. 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</p>	<p>No Conflict. There is currently no open space on the Project Site and the Project would not conflict with this objective.</p>

Table 4 (Continued)
Applicable Goals, Objectives, and Policies of the Hollywood Community Plan

Objective/Policy	Would the Project Conflict?
Angeles region.	
Circulation	
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.	No Conflict. The Project does not include a zone change or subdivision. Therefore, the Project would not conflict with this policy.
Service Systems	
No increase in density shall be effected [sic] by zone change or subdivision unless it is determined that such facilities are adequate to serve the proposed development.	No Conflict. The Project does not require a zone change or subdivision and Project Site is located in an urbanized area with established service facilities. Furthermore, as discussed further in Section IV.H.1, Public Services—Fire Protection, Section IV.H.2, Public Services—Police Protection, Section IV.H.3, Public Services—Schools, Section IV.H.4, Public Services—Libraries, Section IV.H.5, Public Services—Parks and Recreation, Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, Section IV.K.2, Utilities and Service Systems—Wastewater, and Section IV.K.3, 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, in-lieu fee payments for parks and schools, compliance with regulatory measures for utilities and public services, and implementation of project design features for utilities and public services would also ensure public facilities would have adequate capacity.
<hr/> <p><i>Source: Eyestone Environmental, 2021.</i></p>	

Table 5
Applicable Development Standards and Design Guidelines of the Vermont/Western Transit Oriented Specific Station Neighborhood Area Plan

Objective/Policy	Would the Project Conflict?
Development Standards	
<p>1—Landscape Plan. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by shrubs, trees, clinging vines, ground cover, lawns, planter boxes, flowers, fountains, and any practicable combination so that it is dust free and allows convenient outdoor activities, especially for children in mixed use or residential projects. Indigenous plantings are preferred, especially those that can support native species of butterflies and other small insects or animals. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor.</p>	<p>No Conflict. The Project would include extensive landscaping throughout the Project Site. Proper hydro-zoning/zoned irrigation (grouping plants with similar water requirements together) would be used and drought tolerant plants would comprise 45 percent of total landscaping. The Project's landscape plan would be prepared by a licensed landscape architect.</p>
<p>2—Usable Open Space. No portion of the required usable open space shall have a slope exceeding 10%. Up to 75% of the usable open space may be provided above the ground floor regardless of the underlying Zone.</p> <p>Common Usable Open Space. No portion of the required common usable open space shall have a dimension of less than 20 feet or be less than 400 square feet for projects under 10 dwelling units and 600 square feet for projects 10 dwelling units or more.</p> <p>Private Usable Open Space. Once the standards for the common usable open space referenced in the paragraph above have been met, Projects may provide private usable open space, such as balconies or patios, with a minimum dimension of six feet for balconies and ten feet for patios, thereby reducing the required usable open space directly commensurate with the amount of private open space provided.</p>	<p>No Conflict. The Project would include approximately 2.22 acres (96,800 square feet) of common open space, 19,300 of which would be at the ground level, which would consist of a variety of open space features and recreational amenities that serve residents' recreational needs. The design of the common open space would comply with the applicable requirements of the Specific Plan and would not be sloped.</p>
<p>3—Streetscape Elements. Any project along Vermont Avenue, Virgil Avenue, Hollywood Boulevard between the Hollywood Freeway and Western, or referred to in the Barnsdall Park Master Plan, shall conform to the standards and design intentions for improvement of the public right of way contained in the Streetscape Plans and other documents prepared for these areas and referenced in Chapter II of these Guidelines. Where those documents are silent, and for projects along other major and secondary highways without streetscape or landscaping plans, the following provisions shall prevail.</p> <p>Note that virtually all street furniture requires the</p>	<p>No Conflict. The Project would be consistent with the streetscape development standards of the Specific Plan. Specifically, the Project would comply with street tree requirements by planting 17 new street trees along Western Avenue, nine new street trees along Sunset Boulevard plus retention of 11 existing Palm trees, and 10 new street trees along Serrano Avenue. Tree well covers will be consistent with Specific Plan guidelines. The Project would provide a total of 72 short-term bicycle parking spaces which would be distributed on the sidewalks along Sunset Boulevard and Western Avenue and within the plaza and paseo. Trash receptacles would be placed at appropriate intervals according</p>

Table 5 (Continued)
Applicable Development Standards and Design Guidelines of the Vermont/Western Transit Oriented Specific Station Neighborhood Area Plan

Objective/Policy	Would the Project Conflict?
<p>issuance of a revocable permit from the Bureau of Street Services in the Department of Public Works, prior to placement in the public right of way.</p> <p>Some variation in the design of the tree well covers, bike racks, street trees, trash receptacles or public benches may be authorized by the Director of Planning or his /her representative, for aesthetic, consistency or practical purposes. Changes may be made for practical purposes as long as the aesthetic values are maintained.</p> <p>Street Trees. At least one 36-inch box shade tree shall be planted in the public right of way on-center, or in a pattern satisfactory to the Bureau of Street Maintenance, for every 30 feet of street frontage. Shade trees as identified in the Street Tree List of the Bureau of Street Maintenance shall be planted. An automatic irrigation system shall also be provided within the tree well. Businesses, tenants, and property owners along both block faces of a street are encouraged to collaboratively select a signature tree.</p> <p>Tree Well Covers. A four foot by eight foot, black, cast iron tree well cover shall be provided for each new and reused street tree in the project area. The design shall meet the Americans With Disabilities Act requirements and minimize trip and fall accidents, and provide a cut out adequate for whatever tree used.</p> <p>Bike Racks. One bike rack per lot, or 50 feet of lot frontage for lots with more than 50 feet of frontage, shall be required. Bike racks shall be installed three feet from the curb edge or per the City Department of Transportation's requirements. Simple bike racks painted black are required.</p> <p>Trash Receptacles. One trash receptacle, painted black, per 100 feet of lot frontage along major or secondary highways, to be maintained and emptied by the Project owner, and placed in the public right of way, according to the requirements of the City Department of Public Works.</p> <p>Public Benches. One public bench, painted black with a backrest, three armrests, and intermediate frame, for every 250 feet of lot frontage on a major or secondary highway shall be required and placed in the public right of way according to the requirements of the City Department of Public Works.</p>	<p>to City requirements. The Project would also include a variety of outdoor seating options on the ground level, including the required public benches.</p>
<p>4—Pedestrian/Vehicular Circulation: All structures shall be oriented toward the main commercial street</p>	<p>No Conflict. The Project would be consistent with the pedestrian/vehicular circulation development</p>

Table 5 (Continued)
Applicable Development Standards and Design Guidelines of the Vermont/Western Transit Oriented Specific Station Neighborhood Area Plan

Objective/Policy	Would the Project Conflict?
<p>where the parcel is located and shall avoid pedestrian/vehicular conflicts by adhering to the following standards:</p> <p>Parking Lot Location. Surface parking shall be located to the rear of all structures if vehicular access is available to the rear of the parcel either via an alley or a public street. Where no vehicular access is available from the rear of any lot, parking shall be provided to the rear of a lot via a “flag” parking layout.</p> <p>Waiver. The Director of Planning or his/her representative may authorize a waiver from the requirement to provide parking in the rear of the lot for mid-block lots that do not have through access to an alley or public street at the rear, and where creation of a flag parking lot results in a total building frontage of 30 feet or less. Applicants requesting a waiver shall submit alternative site plan scenarios with calculations showing total building frontage. Applicants shall incorporate design mitigation measures to ensure the pedestrian oriented streetscape is not undermined.</p> <p>Curb cuts. Whenever a project must take its access from a major or secondary street, only one curb cut shall be permitted for every 150 feet of street frontage on the main commercial street. Such curb cuts shall be a maximum width of 20 feet, unless otherwise required by the Departments of Public Works, Transportation or Building and Safety.</p> <p>Pedestrian Entrance. All buildings that front on a major or secondary highway or main commercial street, including parking structures, shall provide a pedestrian entrance at the front of the building, even when rear public entrances are provided. Maximum spacing of entries along commercial frontages for shops, lobbies or arcades is fifty feet.</p> <p>Design of Entrances. Pedestrian Walkways, mid block throughways, arcades or entrances shall be located in the center of the facade, or symmetrically spaced if there are more than one, or at the corner if in a corner building. Entrances shall be accented by architectural elements such as columns, overhanging roofs, awnings, etc.</p> <p>Inner Block Pedestrian Walkway. Projects shall provide one pedestrian access, walkway or path for every 250 feet of street frontage. An arcade or through interior pedestrian path or throughway shall be provided from the rear property line or from the parking lot or public alley or street if located to the rear of the project, to the</p>	<p>standards of the Specific Plan. The majority of Project parking would be in subterranean parking areas and ground-level parking would be located in the rear of the structure. The Project proposes only one curb cut on the main commercial street (i.e., Sunset Boulevard). The Project would also conform to the Specific Plan’s guidelines for pedestrian access, with pedestrian access available from each adjacent street. The Project would also feature a ground-level plaza and paseo which would provide access to the proposed neighborhood-serving commercial uses.</p>

Table 5 (Continued)
Applicable Development Standards and Design Guidelines of the Vermont/Western Transit Oriented Specific Station Neighborhood Area Plan

Objective/Policy	Would the Project Conflict?
<p>front property line. The building facade facing the pedestrian walk way shall provide windows, doors and signs at ground level oriented to pedestrian traffic. The pedestrian walkway shall be accessible to the public and have a minimum vertical clearance of twelve feet, and a minimum horizontal clearance of ten feet.</p>	
<p>6—Building Design. The purpose of the following provisions is to ensure that a project avoids large blank expanses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:</p> <p>Stepbacks. No portion of any structure located in Subareas B or C shall exceed more than 30 feet in height within 15 feet of the front property line. All buildings with a property line fronting on a major highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet.</p> <p>Transparent Building Elements. Transparent building elements such as windows and doors shall occupy at least fifty percent of the exterior wall surface of the ground floor facades for the front and side elevations. Transparent building elements shall occupy at least twenty percent of the surface area of the rear elevation of the ground floor portion of any building which has surface parking located to the rear of the structure.</p> <p>Facade Relief. All exterior building walls shall provide a break in the plane, or a change in material every 20 feet in horizontal length and every 30 feet in vertical length, created by an articulation or architectural detail such as: a change in plane of at least six inches for a distance of not more than 20 feet; recessed entry ways, recessed windows, or pop-out windows; porticos, awnings, terraces, balconies, or trellises; building overhangs, projections or cantilevered designs; horizontal moldings; cornice lines; or other features or building materials that create a visual break. Aluminum framed window or doors that are flush with the plane of the building shall not be included as a change in material or as a break in the plane. Materials such as wood, glass block, brick, adobe and tile are encouraged. Architectural treatments on the building front elevation shall be continued on the sides and back of buildings.</p> <p>Building Materials. All buildings shall apply at least two</p>	<p>No Conflict. With respect to setbacks, as discussed in Section II, Project Description, of this Draft EIR, the buildings would be setback from the first-floor frontage along Sunset Boulevard as required by the Specific Plan.</p> <p>The proposed mixed-use building would be designed in a contemporary architectural style. Cantilevered balcony decks, horizontal overhangs, and canopies would be integrated with other elements, such as balconies, railings and shading devices that would provide horizontal and vertical articulation. Cutouts would also be provided throughout the façade of the buildings that would feature terraces with landscaping. A variety of exterior finishes, materials, and textures would be integrated into the overall design of the various buildings, including tile, high density laminates, storefront windows with storefront heights that would vary from 11 feet to 19 feet, aluminum louvers, metal railings, exterior plaster, glass railings, and integrated signage and lighting. Glass used in all building façades would have low reflectivity to minimize glare. All architectural components of the Project would be consistent with the applicable provisions of the Specific Plan.</p>

Table 5 (Continued)
Applicable Development Standards and Design Guidelines of the Vermont/Western Transit Oriented Specific Station Neighborhood Area Plan

Objective/Policy	Would the Project Conflict?
<p>types of complementary building materials to exterior building facades such as adobe, wood, brick, stone or tile. Transparent building elements shall not be included as a change in material towards this requirement.</p> <p>Surface Mechanical Equipment. All surface or ground mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets shall be screened from public view and treated to match the materials and colors of the building which they serve.</p> <p>Roof Lines. All roof lines in excess of forty feet must be broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means.</p>	
<p>8—Trash and Recycling Areas. Trash storage bins shall be located within a gated, covered enclosure constructed of materials identical to the exterior wall materials of the building. The trash enclosure shall be minimum six feet high, and shall have a separate area for recyclable materials.</p>	<p>No Conflict. Trash storage bins would be located in a screened designated area that would match the color and design of the building. The Project would also comply with AB 939, AB 341, AB 1826, and City waste diversion goals by providing clearly marked, source sorted receptacles to facilitate recycling.</p>
<p>17—Security Devices. Security devices shall be screened from public view. Alternative methods such as interior electronic security and fire alarm systems are encouraged. If metal security grills are used, grilles which recess into pockets or overhead cylinders, completely concealed and retractable shall be used and shall be integrated into the design of the building, using the space behind signage to house the gate if possible. Vertical or horizontally folding accordion grills in front of a building are prohibited. All security window bars shall be installed on the inside of the building.</p>	<p>No Conflict. The Project would include numerous security features, including a closed-circuit camera system and enhanced access (i.e., keycards, key fobs, mobile apps, etc.) for the residential building and the residential parking areas, and on-site security personnel. The Project would also be designed such that entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways would be open and in view of surrounding sites. In addition, buildings and walkways would be properly lit in order to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. Parking areas would also be sufficiently lit to maximize visibility and reduce areas of concealment. The Project does not propose the installation of security fencing during operations.</p>
<p>20—Noise Control. Any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley, shall be constructed so as to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. The developer, as an alternative, may retain an acoustical engineer to</p>	<p>No Conflict. All residential units would be designed to provide sound insulation, and in accordance with LAMC Section 91.1207.11.2 and Section 5.507 of the 2019 CalGreen Code, the Project would include necessary noise insulation features, such as sound insulated glass windows and doors, to achieve an interior noise</p>

Table 5 (Continued)
Applicable Development Standards and Design Guidelines of the Vermont/Western Transit Oriented Specific Station Neighborhood Area Plan

Objective/Policy	Would the Project Conflict?
submit evidence, along with the application of a building permit, specifying any alternative means of sound insulation sufficient to reduce interior noise levels below 45 dBA in any habitable room.	environment that does not exceed 45 dBA CNEL for residential uses. Furthermore, as discussed in Section IV.F, Noise, of this Draft EIR, operational impacts with respect to noise would be less than significant.
Design Guidelines	
1—Urban Form. Implementation of the Plan, Ordinance and Guidelines will begin to transform these commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere. Out door [sic] eating areas, and informal gatherings of chairs and benches are encouraged. These streets should begin to function for the surrounding community like an outdoor public living room. Transparency should exist between what is happening on the street and on the ground floor level of the buildings. Mid-block pedestrian walkways and access through buildings is encouraged.	No Conflict. The Project would enhance pedestrian activity through building design and proposed streetscape amenities. Specifically, at the ground level, the four buildings would be organized around a publicly accessible outdoor pedestrian paseo that would run north-south through the center of the Project Site and an access driveway that would run east-west through the center of the Project Site. The pedestrian paseo would connect to a public plaza located along Sunset Boulevard and provide access to the proposed commercial uses. The Project would also widen the sidewalks along Sunset Boulevard and Western Avenue to 15 feet and 12 feet, respectively, and planting new street trees along Sunset Boulevard, Serrano Avenue, and Western Avenue. With these elements, the Project would be fully integrated into the adjacent street frontages.
9—Pedestrian Oriented Signs. Hanging signs and permanent banners are readable by pedestrians walking by the facade. They are visible from the sidewalk in both directions and help pedestrians to recognize locations quickly without having to stand back and read signs flat against the building. Hanging signs should be located so they protrude from the top of the first floor, are at least seven feet above the finished grade, and extend no more than four feet from the wall. Hanging signs should be no more than twelve square feet in surface area.	No Conflict. While hanging signs are not proposed by the Project, the Project would include pedestrian oriented signage that would be visible from the sidewalk. Additionally, as noted previously, the Project has been designed in a modern style and is intended to blend in with the surrounding uses. Project signage would be consistent with City requirements and the existing streetscape. These elements are intended to improve the pedestrian environment and reduce VMT.
<hr/> <p><i>Source: Eyestone Environmental, 2021.</i></p>	

Table 6
Applicable Goals of SCAG 2016–2040 RTP/SCS

Goals and Principles	Would the Project Conflict?
Maximize mobility and accessibility for all people and goods in the region.	No Conflict. The Project is an infill development located within a designated HQTAs in the Hollywood area, which includes a mature network of roads and freeways that provide local and regional access. In addition, the Project Site is located in proximity to public transit. The 2016-2040 RTP/SCS defines HQTAs as generally walkable transit villages or corridors that are within 0.5-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. ^a The Project Site is located along Sunset Boulevard in proximity to other residential and commercial uses and is in an area that is well-served by Metro and LADOT. The Project Site is approximately 0.25 mile south of the Metro B (Red) Line Hollywood and Western Station. Residents of the Project would have access to a variety of public transit options, including subway and bus systems. The Project would also provide approximately 548 bicycle parking spaces. Thus, the Project's proximity to a variety of public transit options, and the availability of non-auto modes of transportation, would allow the Project to maximize mobility and accessibility for residents of the area.
Ensure travel safety and reliability for all people and goods in the region.	No Conflict. As discussed in Section IV.I, Transportation, of this Draft EIR, the Project does not include any hazardous design features that could pose safety issues to travelers. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. The Project does not include any proposed modifications to the street system or any dangerous design features. Furthermore, during construction, temporary traffic controls, such as flagmen to control traffic movement during temporary traffic flow disruptions, would be provided to direct traffic as required in the Construction Traffic Management Plan (see Project Design Feature TR-PDF-2 in Section IV.I, Transportation, of this Draft EIR). Appropriate construction traffic control measures (e.g., detour signage, delineators, etc.) would also be implemented, as necessary, to ensure emergency access to the Project Site and traffic flow is maintained on adjacent rights-of-way.
Preserve and ensure a sustainable regional transportation system.	No Conflict. As discussed in Section IV.I, Transportation, of this Draft EIR, Project impacts related to related to VMT would be less than significant and the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system including transit, roadway, bicycle, and pedestrian facilities.
Maximize the productivity of our transportation system.	No Conflict. The Project would support the use and productivity of the transportation system by concentrating

Table 6 (Continued)
Applicable Goals of SCAG 2016–2040 RTP/SCS

Goals and Principles	Would the Project Conflict?
	new development within an HQTAs, as discussed above. Refer to the goal to “Maximize mobility and accessibility for all people and goods in the region,” above.
Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g. bicycling and walking).	No Conflict. The Project is located in an area that allows for convenient access to existing and proposed retail, restaurant, and other neighborhood-serving commercial uses, as well as to a variety of public transit options. The Project’s proposed ground floor plaza and paseo, as well as the streetscape improvements would promote walkability in the vicinity of the Project Site. In addition, the Project would provide a total of approximately 548 bicycle parking spaces for the Project’s proposed residential and neighborhood-serving commercial uses that would serve to promote use of bicycles. Furthermore, as discussed in Section IV.A, Air Quality, of this Draft EIR, Project impacts related to air quality would be less than significant. Therefore, the Project’s location and design features would encourage active transportation within the Project Site and surrounding area, which would help to protect the environment and health of residents.
Encourage land use and growth patterns that facilitate transit and active transportation.	No Conflict. Refer to the goals to “Maximize mobility and accessibility for all people and goods in the region” and “Protect the environment and health of our residents by improving air quality and encouraging active transportation,” above. As discussed therein, the Project is located in an area that allows for convenient access to retail, restaurant, and other neighborhood-serving commercial uses, as well as to a variety of public transit options. The Project would also provide approximately 548 bicycle parking spaces and would include a ground floor plazas and paseos with access to the proposed commercial uses to promote walking and use of bicycles.
<p>^a SCAG, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, p. 189. Source: Eyestone Environmental, 2021.</p>	