

Appendix K

Land Use Tables

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As discussed in Section II, Project Description, and Section IV.G, Land Use, of this Draft EIR, the Project proposes two development options—the Residential Option and the Office Option. The analysis below accounts for both development options, and the term “Project” is used to describe all development scenarios unless stated otherwise.

**Table 1
Project Consistency with Applicable Goals of SCAG’s 2020–2045 RTP/SCS**

2020–2045 RTP/SCS Goals	Would the Project Conflict?
<p>Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.</p> <p>Goal 4: Increase person and goods movement and travel choices within the transportation system.</p>	<p>No Conflict. Although these goals apply at a regional level, the Project would be developed in an existing urbanized area with an established network of roads and freeways that provide local and regional access, including to the Project Site. The availability and accessibility of public transit in the Project area is documented by the Project Site’s location within a SCAG-designated HQTAs. The Project Site is located approximately 0.4 mile from the Metro B Line (Red) Hollywood/Vine Station. Additionally, Metro and LADOT operate numerous bus lines with stops located in close proximity to the Project Site. In particular, the Metro Line 210 local bus runs along Vine Street in the northbound/southbound direction. Bus stops for this line are located directly north of De Longpre Avenue for the northbound direction, and across from the Project Site on Vine Street directly south of De Longpre Avenue for the southbound direction. In total, seven local Metro (Routes 2, 4, 180, 210, 217, 212, and 222) and three LADOT DASH lines (Hollywood, Beachwood Canyon, and Hollywood/Wilshire) service the area. In addition, the Residential Option would include up to 269 bicycle parking spaces, and the Office Option would include up to 166 bicycle parking spaces. The Project would also meet the City Green Building Code Requirements for parking facilities capable of supporting future electric vehicle supply equipment (EVSE), as well as parking spaces equipped with electric vehicle (EV) charging stations. Given the Project’s location in proximity to a variety of transportation options, the Project would maximize mobility, accessibility, and overall productivity of the transportation system by providing opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking.</p> <p>With respect to safety, as discussed in Section IV.J, Transportation, of this Draft EIR, the roadways adjacent to the Project Site are part of the existing urban roadway network and contain no sharp curves or dangerous intersections. The Project Site is located in a highly urbanized area developed with roadways and infrastructure. All access and circulation associated with the Project would be designed and constructed in conformance with all applicable requirements established by the City’s Department of Building and Safety, Bureau of Engineering, LADOT, LAFD, and the LAMC. The Project would not include any new roads that would result in an increase in hazards due to a design feature. In addition, the Project would not result in incompatible uses as the proposed residential, commercial, and offices are consistent with the increasingly mixed-use developments in the Project vicinity. The Project’s driveways would be</p>

Table 1 (Continued)
Project Consistency with Applicable Goals of SCAG's 2020–2045 RTP/SCS

2020–2045 RTP/SCS Goals	Would the Project Conflict?
	<p>designed according LADOT standards. Furthermore, during construction, the Project would prepare and implement a Construction Traffic Management Plan, including a Worksite Traffic Control Plan, to minimize potential impacts to the surrounding area related to construction trucks, construction worker parking, and any possible sidewalk or lane closures and to ensure safe passage for all modes of travel during Project construction (see Project Design Feature TR-PDF-2 in Section IV.J, Transportation, of this Draft EIR). As also detailed in Section IV.J, Transportation, of this Draft EIR, based on LADOT's interim freeway off-ramp safety guidance, a potential safety issue at the US-101 Northbound Off-ramp to Sunset Boulevard was identified. Per the guidance, operational changes were explored to mitigate the potential safety issue at the location and Mitigation Measure TR-MM-1 was identified: addition of a protected/permitted left-turn phase with reoptimized signal timing for westbound Sunset Boulevard at Van Ness Avenue. This measure would address the identified safety issue by partially alleviating congestion on Sunset Boulevard that in turn affects the off-ramp, reducing the off-ramp queue onto the freeway mainline and fully mitigating the Project impact. As such, the Project's contribution would not be cumulatively considerable; however, the measure would only partially mitigate impacts from cumulative traffic that would occur irrespective of the Project.</p> <p>Therefore, the Project would not conflict with these goals.</p>
<p>Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p>No Conflict. Although this goal applies at the regional level, the Project would not conflict with its implementation. As discussed in Section IV.J, Transportation, of this Draft EIR, the Project would result in less-than-significant impacts with respect to conflicts with programs, plans, policies, and ordinances addressing the circulation system; and VMT. As discussed above, per Project Design Feature TR-PDF-2, a Construction Management Plan and Worksite Traffic Control Plan would be implemented to ensure that adequate and safe access is available within and near the Project Site during construction. With regard to freeway off-ramp safety based on LADOT's interim freeway off-ramp safety guidance, Mitigation Measure TR-MM-1 would over-mitigate Project impacts, and the Project's contribution would not be cumulatively considerable; however, the measure would only partially mitigate impacts from cumulative traffic that would occur irrespective of the Project. As such, the Project would preserve and not affect the security of the regional transportation system,</p>

Table 1 (Continued)
Project Consistency with Applicable Goals of SCAG's 2020–2045 RTP/SCS

2020–2045 RTP/SCS Goals	Would the Project Conflict?
	and the Project would not conflict with these goals.
<p>Goal 5: Reduce greenhouse gas emissions and improve air quality.</p> <p>Goal 6: Support healthy and equitable communities.</p> <p>Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p>No Conflict. As 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 construction and operation. As identified in Section II, Project Description, and Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project would include specific project design features to further support and promote environmental sustainability. Specifically, the Project would be designed to meet the standards of LEED Silver® or equivalent green building standards. Sustainability features include but would not be limited to: use of environmentally-friendly building materials such as non-toxic paints; Energy Star-labeled; energy efficient lighting appliances. In accordance with CALGreen requirements, the Project would also ensure that 10 percent of the total roof area of the new building would be solar-ready. While these measures are intended to reduce GHG emissions, they would also improve air quality. Furthermore, as concluded in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, Project impacts with respect to GHG emissions would be less than significant. As also discussed above, the Project Site is located in a designated HQTAs and is well served by transit including the Metro B Line (Red) and numerous Metro and LADOT bus lines. The Project would encourage alternative modes of transportation through the provision of bicycle parking and improvements to the pedestrian realm. The Project would encourage walking and enhance pedestrian activity on and around the Project Site by siting commercial retail/restaurant uses, providing open space and seating onsite, and providing landscaping and streetscape improvements. As such, the Project would encourage the use of alternative modes of transportation (i.e., walking, biking, public transit) and reduce dependency on single-occupancy vehicles and support sustainability of healthy communities. Therefore, the Project would not conflict with these goals.</p>
<p>Goal 8: Leverage new transportation technologies and data-driven solutions that results in more efficient travel.</p>	<p>No Conflict. Although these goals apply at a regional level, as discussed above, the Project would incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen. Specifically, the Project would be designed to meet the standards of LEED Silver® or equivalent green building standards. Sustainability features would also include, but are not limited to, energy conservation, water conservation, and waste reduction features. The Project would promote non-auto travel and reduce the use of single-occupant vehicle trips by being located in a transit-rich area, providing bicycle parking,</p>

Table 1 (Continued)
Project Consistency with Applicable Goals of SCAG's 2020–2045 RTP/SCS

2020–2045 RTP/SCS Goals	Would the Project Conflict?
	and improving the pedestrian environment. The Project would also provide parking spaces that are equipped with EV charging stations and additional spaces capable of supporting future EVSE. Therefore, the Project would encourage energy efficiency and would support more efficient travel. The Project would not conflict with these goals.
<p>Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>No Conflict. As discussed above, the Project would introduce a mixed-use development in an HQTAs well-served by multiple transportation options. The Residential Option would provide a range of dwelling unit types including 36 units designated for Very Low Income households. The Project's Residential Option would include up to 269 bicycle parking spaces, and the Office Option would include up to 166 bicycle parking spaces. In addition, the Project would encourage walking and enhance pedestrian activity on and around the Project Site by siting retail and restaurant uses on the ground level, providing open space and seating onsite, and including landscaping and streetscape improvements. As such, the Project would provide opportunities for the use of alternative modes of transportation, thereby encouraging the use of transit and active transportation. Therefore, the Project would not conflict with these goals.</p>
<p>Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p>No Conflict. As discussed in the Initial Study included as Appendix A of this Draft EIR, the Project Site is located in an urbanized area and is fully developed. The site includes limited ornamental landscaping, and six street trees are located along Afton Place and Vine Street. None of the street trees are Protected Trees as defined under by the City's Protected Tree Ordinance 177,404. No riparian or other sensitive natural community exists on-site, and no agricultural uses or operations occur on-site or in the vicinity. The Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation. Furthermore, the Project site is not located in or adjacent to a Biological Resource Area as defined by the City of Los Angeles. Accordingly, development of the Project would not preclude the conservation of natural and agricultural lands and restoration of habitats. Thus, the Project would not conflict with this goal.</p>

Table 2
Project Consistency with Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goal/Objective/Policy	Would the Project Conflict?
Land Use Chapter	
Section 2. Issue One: Distribution of Land Use	
<p>Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.</p>	<p>No Conflict. While this is a citywide goal, the Project would contribute to this goal by revitalizing an existing infill site and surface parking lot with a new mixed-use building containing residential, commercial retail, office, restaurant, and/or grocery store uses and by relocating and rehabilitating the existing six bungalows on-site. The Office Option would require a General Plan Amendment for the five easterly parcels from Medium Residential to Regional Center, in order to provide a consistent designation across the Project Site and permit the construction of the option. The proposed uses for the Residential Option and the Office Option (with approval of the General Plan Amendment) would be consistent with the Project Site's Regional Center designation, which is defined as a focal point of regional commerce and activity featuring a diversity of uses, including corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. Development of the Project would create new employment opportunities during construction and operation, which would support the City's long-term fiscal and economic health. The Project would be developed with sustainability features and landscaped open space and recreational areas for both the public and Project residents and tenants. In addition, the Project would contribute towards creating a transit-oriented mixed-use neighborhood that would reduce traffic congestion and improve air quality in the Hollywood area since it would be well-served by public transit. The Project Site is located within 0.4 mile of the Metro B Line (Red) Hollywood/Vine Station and is in proximity to numerous bus stops along Hollywood Boulevard. As such, the Project would promote walkability and the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking, thereby promoting an improved quality of life and facilitating a reduction in vehicle trips, vehicle miles traveled (VMT), and air pollution. As discussed in Section IV.A, Air Quality, of this Draft EIR, Project-related operational emission would not exceed localized thresholds or SCAQMD's daily regional operational thresholds. Therefore, air quality impacts from Project operational emissions would be less than significant. Furthermore, as discussed in Section IV.I.1, Public Services—Fire Protection; Section IV.I.2, Public Services—Police Protection; Section IV.I.3, Public Services—Schools; Section IV.I.4, Public Services—</p>

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

Goal/Objective/Policy	Would the Project Conflict?
	Libraries; Section IV.I.5, Public Services—Parks and Recreation; Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure; Section IV.L.2, Utilities and Service Systems—Wastewater; and Section IV.L.3, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR; and the Initial Study included in Appendix A of this Draft EIR, agencies providing public services and utilities to the Project Site would have capacity to serve the Project. The Project would not conflict with this goal.
<p>Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.</p>	<p>No Conflict. The Project would achieve this City objective by constructing a mixed-use development with a diversity of uses. Specifically, the Residential Option would develop a total of 484,421 square feet of floor area, consisting of 429 residential units (including 36 units designated for Very Low Income households), an approximately 55,000-square-foot grocery store, approximately 5,000 square feet of neighborhood-serving commercial retail uses, and up to 8,988 square feet of restaurant uses. The Office Option would develop 463,521 square feet of office uses and 11,914 square feet of restaurant uses in the new building as well as nine residential units in the rehabilitated bungalows. These proposed uses would support the housing, employment, and commercial needs of existing and future residents, businesses, and visitors of the Hollywood community. The Project would not conflict with this objective.</p>
<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 is consistent with the Project Site's land use designation in the General Plan Framework's Long Range Land Use Diagram and the Community Plan. The Long Range Land Use Diagram shows that the Project Site is located within a Regional Center, which is defined as a focal point of regional commerce and activity featuring a diversity of uses, including corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. The Community Plan designates the Project Site as Regional Center Commercial and Medium Residential. Development of the Residential Option would support the intent of the Regional Center, Regional Center Commercial, and Medium Residential designations by providing a mix of commercial and/or residential uses that provide employment opportunities, enhance commercial services, and fulfill the housing needs of existing and future residents in the Hollywood area. With approval of a General Plan Amendment for the five easterly parcels from Medium Residential to Regional Center, the Office Option would also support the intent of</p>

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

Goal/Objective/Policy	Would the Project Conflict?
	the Regional Center designations. Furthermore, the development of the Project would be consistent with the range of floor area ratios from 1.5:1 to 6:1 contemplated by the Framework Element. The Project would not conflict with this policy.
<p>Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.</p>	<p>No Conflict. While this policy refers to the citywide provision of public infrastructure, as discussed in Section IV.I.1, Public Services—Fire Protection; Section IV.I.2, Public Services—Police Protection; Section IV.I.3, Public Services—Schools; Section IV.I.4, Public Services—Libraries; Section IV.I.5, Public Services—Parks and Recreation; Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure; Section IV.L.2, Utilities and Service Systems—Wastewater; and Section IV.L.3, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR; and the Initial Study included in Appendix A of this Draft EIR, agencies providing public services and utilities to the Project Site would have capacity to serve the Project. The Project would not conflict with this policy.</p>
<p>Policy 3.1.3: 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 parkland sand trails, neighborhood parks, and urban open spaces.</p>	<p>No Conflict. While this policy relates to citywide provision of open space, the Project would provide a variety of open space areas within the Project Site, including a common access lobby, recreational amenities for residents and/or tenants, and a landscaped buffer between the new mixed-use building and the relocated bungalows. In total, the Residential Option would provide approximately 54,850 square feet of open space, which would exceed the 54,275 square feet required by LAMC Section 12.21-G. Amenities would include, but not be limited to, a dog run, a fitness center and/or club room, an outdoor deck with a pool and landscaping, seating areas, private outdoor balconies. If the Office Option is developed with restaurants or offices (i.e., not residential uses) within the rehabilitated bungalows, 20,510 square feet of outdoor amenities and 15,821 square feet of indoor amenities would be provided. If the Office Option is developed with nine two-bedroom residential units within the rehabilitated bungalows, then the option would additionally provide 2,100 square feet of open space exceeding the 1,575 square feet required by the LAMC. Therefore, the Project would not conflict with this policy.</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. As discussed above, the Long-Range Land Use Diagram shows that the Project Site is within a Regional Center, and the Community Plan designates the Project Site as Regional Center Commercial and Medium Residential. Regional Centers are generally characterized by a range of floor area ratios from 1.5:1 to 6.0:1 and building heights of 6-stories to 20-stories (or higher). In</p>

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

Goal/Objective/Policy	Would the Project Conflict?
	<p>addition, some Regional Centers will only be commercially oriented, while others will contain a mix of residential and commercial uses. Regional Centers are generally major transportation hubs as well. As discussed in Section II, Project Description, of this Draft EIR, the Project would provide a new mixed-use building with residential, office, commercial retail, restaurant, and/or grocery store uses; and relocate and rehabilitate six bungalows on-site. In total, the Residential Option would include approximately 484,421 square feet of floor area, corresponding to a total FAR of approximately 5.4:1.¹ As previously mentioned, the Office Option would request a General Plan Amendment for the five easterly parcels from Medium Residential to Regional Center in order to provide a consistent designation across the Project Site and permit the construction of the option. The Office Option would include 484,423 square feet of floor area, corresponding to a total FAR of approximately 5.98:1. Therefore, the Project would be within the acceptable FAR limit in the Regional Center. Furthermore, the Project Site is located approximately 0.4 mile south of the Metro B Line (Red) Hollywood/Vine Station, which is a regional transportation hub. As such, the Project would be consistent with the type of development that is envisioned for Regional Centers in the Framework Element. The Project would not conflict with this policy.</p>
<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 Office Option would request an amendment to redesignate the five easterly parcels of the Project Site from Medium Residential to Regional Center in order to create a unified Regional Center land use designation on the Project Site. The bungalows would be rehabilitated and reused as restaurants or nine residential units within the Afton Square Historic District. In addition, the Project would not result in a reduction in housing capacity, which would otherwise require the construction of replacement housing elsewhere. As such, the Project would maintain and reinforce the basic differentiation and relationships among land use districts by not physically dividing established communities. The Project is subject to environmental review in accordance with CEQA, as provided by this Draft EIR. Therefore, the Project would not conflict with this policy</p>
<p>Objective 3.2: Provide for the spatial distribution of development that promotes an</p>	<p>No Conflict. The Project is located in an area well-served by public transit. The Project Site is located approximately</p>

¹ This is based on the gross lot area prior to dedications per the on menu density bonus incentive. Without such incentive, the FAR would be 5.98:1 based on a net lot area of 81,050 square feet.

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

Goal/Objective/Policy	Would the Project Conflict?
improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.	0.4 mile south of the Metro B Line (Red) Line Hollywood/Vine Station. The Project Site is also served by seven local Metro bus lines and three LADOT DASH bus lines. Furthermore, the Residential Option would include up to 269 bicycle parking spaces, and the Office Option would include up to 162 bicycle parking spaces. In addition, the ground floor retail/restaurant uses and streetscape improvements proposed by the Project, as well as the private walkway separating the new development and the relocated bungalows, would promote walkability in the vicinity of the Project Site. Therefore, the Project would provide opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking, thereby promoting an improved quality of life and facilitating a reduction in vehicle trips, vehicle miles traveled, and air pollution. The Project would not conflict with this objective.
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 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.	<p>No Conflict. The Project Site's eight western parcels nearest to Vine Street are currently designated for commercial uses. The remainder of the Project Site is designated for residential uses. The Project Site is surrounded by a mix of commercial and residential uses, and the Sunset Vine tower to the north; multi-family residential uses to the east; hospital/medical uses to the northeast; commercial and single-family residential uses to the south; and the mixed-use Academy on Vine development under construction to the west. Within the Project vicinity, major arterials such as Sunset Boulevard are generally developed with denser residential and commercial development, while lower density mixed-use and residential areas are located along the adjacent collector streets.</p> <p>The Project would develop a new mixed-use high-rise building within the western portion of the Project Site. In addition, the six historic bungalows on the eastern portion of the Project Site would be relocated and rehabilitated in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The design of the new building would feature a contemporary architectural style with the main façade fronting on Vine Street. The proposed maximum building height would be similar to and compatible with the Sunset Vine Tower, the Sunset Media Center, and other high-rise buildings within the vicinity.</p>

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

Goal/Objective/Policy	Would the Project Conflict?
	<p>Under the Residential Option, the residential tower of the new building would be situated atop the podium within the northwest portion of the Project Site. The height of the Project would transition from the proposed 32-story residential tower within the northwestern portion of the Project Site (at Vine Street and De Longpre Avenue), which would be highest point of the building, to the proposed 9-story podium within the southwestern portion of the Project Site (at Vine Street and Afton Place). Along the eastern façade, the building would be terraced at Level 3. As such, the proposed mixed-use building would be designed to step down to the generally lower-scaled and lower-density historic bungalows within the Afton Square Historic District and other residential uses to the east. Furthermore, the new building and relocated bungalows would be separated by a private landscaped pedestrian walkway under the Residential Option. Under the Office Option, the new high-rise building would be designed as a tower with glass and glazed facades. The new building and relocated bungalows would be separated by a private buffer for use by tenants of the new building. Thus, the Project would be generally consistent with the scale and character of the surrounding uses, and the Project would not conflict with this policy</p>
<p>Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.</p>	<p>No Conflict. As detailed in the Initial Study prepared for the Project, which is included in Appendix A of this Draft EIR, and Section VI, Other CEQA Consideration, of this Draft EIR, the Project's population and employment growth would be well within SCAG's projections for the Subregion, which serve as the basis for the Framework Element's demographics projections and planned provisions of transportation and utility infrastructure and public services. As discussed in Objective 3.2 above, the Project would be located in an area well-served by public transit, including the Metro B Line (Red) subway, seven local Metro bus lines and three LADOT DASH bus lines. In addition, as discussed in Section IV.I.1, Public Services—Fire Protection; Section IV.I.2, Public Services—Police Protection; Section IV.I.3, Public Services—Schools; Section IV.I.4, Public Services—Libraries; Section IV.I.5, Public Services—Parks and Recreation; Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure; Section IV.L.2; Utilities and Service Systems—Wastewater; and Section IV.L.3, Utilities and Service Systems—Energy Infrastructure, and the Initial Study included in Appendix A of this Draft EIR, agencies providing public services and utilities to the Project Site would have capacity to serve the Project. The Project would not conflict with this objective.</p>

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

Goal/Objective/Policy	Would the Project Conflict?
<p>Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers, as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.</p>	<p>No Conflict. The Project would develop a new mixed-use development within a Regional Center, along primary transit corridors/boulevards. The Project would also relocate and rehabilitate the six existing historic bungalows within the eastern portion of the Project Site, which would occur in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties. In total, the Residential Option would provide 429 new residential units (including 36 units designated for Very Low Income households), an approximately 55,000-square-foot grocery store, approximately 5,000 square feet of neighborhood-serving commercial retail uses, and up to 8,988 square feet of restaurant uses. The Office Option would include approximately 463,521 square feet of office uses and 11,914 square feet of restaurant uses in the new building, as well as 8,988 square feet of restaurant use or nine residential units in the rehabilitated bungalows. See Objectives 3.1 and 3.2 and Policies 3.1.4 and 3.2.4. The Project would not conflict with this objective.</p>
<p>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.</p>	<p>No Conflict. See Policy 3.1.4 for a discussion of the Project's location within a Regional 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 within an area occupied by buildings of the same scale and character as those proposed by the Project. The Project would not conflict with this policy.</p>
<p>Section 3. Issue Two: Uses, Density, Characteristics—Multi-Family Residential</p>	
<p>Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.</p>	<p>No Conflict. The Residential Option and the Office Option would provide multi-family residential units and open space and recreational amenities for both existing and future residents. Residents of the Project and surrounding multi-family neighborhoods would be provided streetscape improvements and new commercial retail, office, restaurant, and/or grocery store uses, which would provide employment opportunities that enhance quality of life. The Project would not conflict with this goal.</p>
<p>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</p>	<p>No Conflict. While this is a citywide objective, the Project would result in growth in an area where there is sufficient public infrastructure. In addition, the Project would introduce new residential units and public amenities to the Project area, including streetscape improvements. The Project</p>

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

Goal/Objective/Policy	Would the Project Conflict?
can be maintained or improved.	would provide commercial retail, office, restaurant, and/or grocery store uses as well as employment opportunities. See Policy 3.1.2 and Objective 3.3 for a discussion of sufficient public infrastructure and Policy 3.2.4 for a discussion of enhancement to the character of the existing commercial district. The Project would not conflict with this objective.
<p>Policy 3.7.1: Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans.</p>	<p>No Conflict. The Project would be located in an area designed as the Regional Center, which is defined in the General Plan Framework’s Long-Range Land Use Diagram as a “focal point of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services.” Generally, different types of Regional Centers will fall within the range of floor area ratios from 1.5:1 to 6.0:1. Some will only be commercially oriented; others will contain a mix of residential and commercial uses. Generally, Regional Centers are characterized by 6- to 20-stories (or higher). Regional Centers are usually major transportation hubs.” The Residential Option would propose a FAR of 5.4:1² would include development of 429 residential units (including 36 units designated for Very Low Income households) and neighborhood-serving retail, restaurant, and grocery store uses in accordance with the uses identified for Regional Centers in Table 3-1 of the Framework Element. With approval of a zone change, as well as the request to average density across the [Q]C4-2-SN and R3-1XL portions of the Project Site, the Residential Option would provide adequate densities and land uses identified in Tables 3-1 and 3-3. In addition, the Office Option would propose a total FAR of 5.98:1. The Office Option would also require approval of a Zone Change and Height District Change to C4-2 and a General Plan Amendment for the five easterly parcels to Regional Center to create a unified Regional Center land use designation on the Project Site. As such, the Project would accommodate the development of multi-family residential units and density according to the Community Plan.</p>

² This is based on the gross lot area prior to dedications per the on-menu density bonus incentive. Without such incentive, the FAR would be 5.98:1 based on a net lot area of 81,050 square feet.

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

Goal/Objective/Policy	Would the Project Conflict?
<p>Policy 3.7.4 (Design and Development): Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.</p>	<p>No Conflict. The Project would revitalize the Project Site by developing new residential, commercial retail, office, restaurant, and/or grocery store uses and relocating and rehabilitating the six existing bungalows on the Project Site. The Project would result in an improved and aesthetically appealing streetscape that would promote pedestrian activity and enhance the urban lifestyle and livability of the neighborhood. As discussed further below, the Project would be consistent with the relevant goals, objectives, and policies of the Framework Element's Urban Form and Neighborhood Design Chapter. See Goal 5A, Objective 5.8, and Objective 5.9 further below in this table. The Project would not conflict with this policy.</p>
<p>Section 3. Issue Two: Uses, Density, Characteristics—Neighborhood Districts</p>	
<p>Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.</p>	<p>No Conflict. The Project would revitalize the Project Site by developing an integrated mixed-use development that provides new multi-family housing opportunities, office uses, neighborhood-serving commercial retail, restaurant, and/or grocery store uses that serve the community and promote walkability. As the Project Site is located in a commercial corridor, the Project would further improve the local streetscape and introduce commercial uses for area residents and visitors along Vine Street, De Longpre Avenue, and Afton Place. Therefore, the Project would not conflict with this goal.</p>
<p>Objective 3.8: Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.</p>	<p>No Conflict. The Project would develop new residential uses, offices, neighborhood-serving commercial retail, restaurant, and/or grocery store uses in a commercial corridor that is in close proximity to public transportation. The proposed uses would meet the housing and employment needs of the local residents and be compatible with the variety of residential and commercial uses surrounding the Project Site. Therefore, the Project would not conflict with this objective.</p>
<p>Policy 3.8.4: Enhance pedestrian activity by the design and siting of structures.</p>	<p>No Conflict. The Project would enhance pedestrian activity along Vine Street, De Longpre Avenue, and Afton Place through building design and proposed streetscape amenities by providing ground-level neighborhood-serving commercial retail and restaurant uses on the ground-level. The six existing historic bungalows would be relocated and rehabilitated within the eastern portion of the Project Site. In addition, a private landscaped walkway would be installed between the new building and relocated bungalows. Streetscape amenities provided by the Project would include a row of street trees on Vine Street, De Longpre Avenue, and Afton Place, as well as pedestrian-scale lighting fixtures and elements. Therefore, the Project</p>

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

Goal/Objective/Policy	Would the Project Conflict?
	would not conflict with this policy.
Section 3. Issue Two: Uses, Density, Characteristics—Regional Centers	
Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.	No Conflict. While this is a citywide goal, the Project would introduce a mix of residential, office, commercial retail, restaurant, and/or grocery store uses on the Project Site. Therefore, the Project would provide increased employment, commercial retail, and dining opportunities to support the promotion of entertainment and culture in the Hollywood area. The Project would not conflict with this goal.
Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.	No Conflict. While this citywide objective addresses the development of new regional centers, as discussed in Policy 3.1.4 above, the Project would develop a mix of uses on the Project Site that is well-served by transit and within a Regional Center designation. Also, as discussed in Policy 3.2.4, the Project would be compatible with adjacent land uses. Furthermore, as discussed in Policy 3.7.4 above, as an infill project, the Project would result in an improved and aesthetically appealing streetscape that would promote pedestrian activity and enhance the urban lifestyle and livability of the neighborhood. As such, the Project would provide new employment opportunities. The proposed uses would be easily accessible to the region, compatible with adjacent land uses, and developed to enhance urban lifestyles. Therefore, the Project would not conflict with this objective.
Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center" in accordance with Tables 3-1 and 3-6. Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.	No Conflict. As described above, the Project Site is located within an area designated as Regional Center. As detailed in Policy 3.1.4 above, the Project proposes land uses consistent with the characteristics/uses and zoning identified for Regional Centers in Tables 3-1 and 3-6 of the Framework Element. Under the Community Plan, the eight western parcels on Project Site nearest to Vine Street are designated Regional Center Commercial and the remaining eastern parcels on the Project Site are designated Medium Residential. As previously mentioned, the Office Option would request a General Plan Amendment for the five easterly parcels from Medium Residential to Regional Center in order to provide a consistent designation across the Project Site and permit the construction of the option. As discussed in Policy 3.7.1 above, the proposed residential, neighborhood-serving commercial retail, office, restaurant, and/or grocery store uses would also be consistent with permitted uses and densities identified in the Community Plan. Therefore, the Project would not conflict with this policy.
Policy 3.10.4: Provide for the development of	No Conflict. One of the Project's specific objectives is to

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

Goal/Objective/Policy	Would the Project Conflict?
public streetscape improvements, where appropriate.	enhance the public realm by introducing active street adjacent uses such as neighborhood-serving commercial retail and restaurant uses that would be consistent with the Citywide Design Guidelines. As part of the Project, all six existing street trees located along Afton Place and Vine Street would be removed. The six street trees would be replaced on a minimum 2:1 basis with a minimum of 24-inch box trees or as determined by the Department of Public Works, and the Project would provide street trees in accordance with Urban Forestry Division requirement. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties. Therefore, the Project would not conflict with this policy.
Policy 3.10.5: Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.	No Conflict. As part of the Project's landscaped area, street trees would be planted along Vine Street, De Longpre Avenue, and Afton Place. In addition, the Project would provide a landscaped buffer between the new mixed-use building and the relocated bungalows. Furthermore, the Project would provide recreational amenities and open space for Project residents and tenants. Therefore, the Project would not conflict with this policy.
Policy 3.10.6: Require that Regional Centers be lighted to standards appropriate for nighttime access and use.	No Conflict. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be subject to approval by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties. Therefore, the Project would not conflict with this policy.
Section 3. Issue Two: Uses, Density, Characteristics—Historic District	
Goal 3G: A City where significant historic and architectural districts are valued.	No Conflict. As discussed in Section IV.B, Cultural Resources, of this Draft EIR, six existing bungalows within the eastern portion of the Project Site are contributing resources to the Afton Square Historic District. The Project would relocate and rehabilitate the six historic bungalows according to the Secretary of Interior's Standards for the Treatment of Historic Properties. As set forth in Project Design Feature CUL-PDF-1, the precise methods for rehabilitating the bungalows would be addressed in a Preservation Plan. In addition, the Project would comply with the Secretary of the Interior's Standards during the construction process. During grading and construction activities, the bungalows would be temporarily removed from the Project Site. Upon relocation to the

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

Goal/Objective/Policy	Would the Project Conflict?
	<p>eastern portion of the Project Site, the six bungalows would remain within the Afton Square Historic District. Currently, three of the bungalows face De Longpre Avenue, while the other three bungalows face Afton Place. The Project proposes to temporarily move all six of the bungalows off the Project Site and relocate the three bungalows facing De Longpre Avenue back to their original locations, while the three bungalows facing Afton Place would each be relocated one lot to the east of their original locations. In addition, the buffer between the new development to the west and the lower-scaled and lower-density development of the Afton Square Historic District to the east. As such, the Project's design demonstrates attention to and respect for the historic and architectural features of the Afton Square Historic District. Therefore, the Project would not conflict with this goal.</p>
<p>Objective 3.11: Maintain significant historic and architectural districts while allowing for the development of economically viable uses.</p>	<p>No Conflict. See Goal 3G above for a discussion of the six bungalows within the Project Site and the Project's development with respect to historic and architectural districts. In relocating and rehabilitating these six contributing resources to the Afton Square Historic District, the Project would adapt the bungalows for reuse as residential or restaurant uses. The Project would not conflict with this objective.</p>
<p>Section 3. Issue Two: Uses, Density, Characteristics—Transit Stations</p>	
<p>Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.</p>	<p>No Conflict. The Project would provide new mixed use residential and commercial development in an area served by the Metro B Line (Red) subway and multiple regional and local Metro bus routes and local LADOT lines. The Project's new mixed-use building containing residential and commercial uses would be located along Vine Street on commercially zoned parcels within Hollywood's dense community. The new building would feature a tiered transition from the highest point of the building within the northwest portion of the Project Site (at Vine Street and De Longpre Avenue) as height is reduced to a podium at Level 9 and terraced at Level 3. As such, the east elevation would be designed to meet the lower-scaled and lower-density development of the Afton Square Historic District. Furthermore, the new building would be separated from the relocated bungalows by an approximately 22- to 57-foot buffer in the form of a private accessible pedestrian walkway. Thus, the Project would provide additional housing without encroaching into surrounding low density neighborhoods. Therefore, the Project would not conflict with this objective.</p>

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

Goal/Objective/Policy	Would the Project Conflict?
Section 3. Issue Two: Uses, Density, Characteristics—Existing Areas of Over-Concentration of Density	
<p>Goal 3N: Mixed-use, multi-family residential and commercial areas that enhance the quality of life for the City's existing and future residents and businesses.</p>	<p>No Conflict. The Project is an infill redevelopment that would revitalize an existing infill site by providing a new mixed-use building with multi-family residential, commercial retail, office, restaurant, and/or grocery store uses. Thus, the Project would introduce new housing and employment opportunities in an area that is well-served by public transit. Residents and employees at the Project Site would have easy access to other commercial, dining, and entertainment options in the surrounding areas. The Project would be compatible with adjacent land uses and would improve the pedestrian environment on the Project Site and in the immediate area. Thus, the Project would enhance the quality of life for existing and future residents in the Hollywood area. See also Objective 3.1, Policies 3.1.1 and 3.1.3, and Goal 3C above. Therefore, the Project would not conflict with this goal.</p>
<p>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.</p>	<p>No Conflict. The Project would develop a new mixed-use development with a diversity of uses, including affordable and market-rate multi-family residential units, commercial retail, office, restaurant, and/or grocery store uses. The Project would also provide for the adaptive reuse of six existing bungalows as residential or restaurant uses. As discussed in Policy 3.1.2, agencies providing public services and utilities to the Project Site would have capacity to serve the Project within their existing infrastructure. See Section IV.I.1, Public Services—Fire Protection; Section IV.I.2, Public Services—Police Protection; Section IV.I.3, Public Services—Schools; Section IV.I.4, Public Services—Libraries; Section IV.I.5, Public Services—Parks and Recreation; Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure; Section IV.L.2, Utilities and Service Systems—Wastewater; and Section IV.L.3, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, and the Initial Study included in Appendix A. As explained in Objective 3.2, the Project would be located in an area well-served by public transit. Therefore, the Project would not conflict with this objective.</p>
<i>Housing Chapter</i>	
<p>Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.</p>	<p>No Conflict. While this is a citywide goal, the Residential Option would support this goal by providing 429 new multi-family residential units (including 36 units designated for Very Low Income households), consisting of one-bedroom units, one-bedroom plus den units, and two-bedroom units of varying configurations. The Office Option with the</p>

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

Goal/Objective/Policy	Would the Project Conflict?
	bungalows used as residential would provide nine two-bedroom units. Therefore, the Project would not conflict with this goal.
<p>Objective 4.1: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion.</p>	<p>No Conflict. Even though this housing objective applies to a citywide subregion level, the Residential Option would nonetheless support this objective through the development of 429 new multi-family residential units (including 36 units designated for Very Low Income households), consisting of one-bedroom units, one-bedroom plus den units, and two-bedroom units of varying configurations. The Office Option with the bungalows used as residential would provide nine two-bedroom units. As such, the Project could contribute to the housing supply available at the Project Site, as well as the diversity of unit types in the Hollywood area. Therefore, the Project would not conflict with this objective.</p>
<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 Objective 3.2 above, the Project Site is located approximately 0.4 mile from the Metro B Line (Red) Hollywood/Vine Station. In addition, the Project Site is served by the Metro Red rail line, seven local Metro bus lines and three LADOT DASH bus lines. The Project Site is located along Vine Street in close proximity to Hollywood's entertainment and commercial core, and the Project's proposed ground floor commercial retail and restaurant uses, and streetscape improvements would promote walkability in the vicinity of the Project Site. The Project would install an approximately 22- to 57-foot landscaped buffer between the Project's new high-density and tiered development and the lower-scaled bungalows relocated to the eastern portion of the Project Site. As discussed above, under the Residential Option, the east elevation of the Project Site would be terraced to meet the lower-scaled and lower-density development of the Afton Square Historic District. See Policy 3.2.4 for a discussion of the Project's design and location with respect to compatibility in density and scale of the surrounding areas. Therefore, the Project would not conflict with this objective.</p>
<p>Urban Form and Neighborhood Design Chapter</p>	
<p>Goal 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and Citywide scales.</p>	<p>No Conflict. The Project is located in the Hollywood community in a highly urbanized area featuring medium- to high-density, low- and high-rise commercial, and multifamily structures, as well as entertainment uses. The Project is an infill redevelopment that would revitalize an existing site by providing a new mixed-use building with multi-family residential, office, commercial retail, restaurant, and/or grocery store uses. The Project would create a new development that would be attractive to</p>

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

Goal/Objective/Policy	Would the Project Conflict?
	future investment. In addition, the Project would contribute to a transit-oriented mixed-use neighborhood at both the local and citywide scale when considered with other developments within the vicinity, such as the related projects identified in Table III-1 and Figure III-1 in Section III, Environmental Setting, of this Draft EIR. Therefore, the Project would not conflict with this goal.
<p>Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.</p>	<p>No Conflict. The Project Site is located along Vine Street in close proximity to Hollywood’s entertainment and commercial core, and is well-served by public transit. As discussed in Objective 3.2 above, the Project Site is located approximately 0.4 mile from the Metro B Line (Red) Hollywood/Vine Station. In addition, the Project Site is served by seven local Metro bus lines and three LADOT DASH bus lines. The majority of these bus lines provide frequency of service intervals of 15 minutes or less during the A.M. and P.M. peak commute periods. Therefore, the Project would not conflict with this objective.</p>
<p>Policy 5.2.2: Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime. Additionally, develop these areas so that they are compatible with surrounding neighborhoods.</p>	<p>No Conflict. See Policy 3.2.4 and Objective 3.4.</p>
<p>Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.</p>	<p>No Conflict. The Project is an infill development that would revitalize the Project Site by developing a mixed-use building containing multi-family residential, commercial retail, office, restaurant, and/or grocery store uses and rehabilitating the six existing bungalows. The Residential Option’s new mixed-use building would feature a contemporary architectural design and would front on Vine Street. The height of new building would transition from the 32-story residential tower within the northwest portion of the Project Site (at Vine Street and De Longpre Avenue), which is the highest point of the building, to a 9-story podium within the southwestern portion of the Project Site (at Vine Street and Afton Place). Along the eastern façade, the building would be terraced at Level 3. As such, the proposed mixed-use building would be designed to step down to the lower-scaled and lower-density residential uses within the Afton Square Historic District. The Office Option’s building would feature a modern architectural style with a glass façade. The six existing historic bungalows on the eastern portion of the Project Site that are within the Afton Square Historic District would be relocated and rehabilitated in accordance</p>

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

Goal/Objective/Policy	Would the Project Conflict?
	with the Secretary of the Interior's Standards for the Treatment of Historic Properties. For both Options, the new building would be separated from the relocated bungalows by an approximately 22- to 57-foot buffer in the form of a private pedestrian walkway. The Project would site commercial retail, restaurant, and/or grocery store uses on the ground level to enhance pedestrian activity on and adjacent to the Project Site. The proposed landscaping along Vine Street, De Longpre Avenue, Afton Place, and the buffer between the mixed-use development and relocated bungalows would further contribute to a visually appealing streetscape and would improve the quality of the public realm by increasing pedestrian activity. Overall, the uses and improvements proposed by the Project would enhance the urban lifestyle and neighborhood livability in the Project vicinity. Therefore, the Project would not conflict with this objective.
<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. As discussed previously, the Project Site is within a location designated as Regional Center. The Project would improve the streetscape and promote pedestrian activity by providing commercial retail, restaurant, and/or grocery store uses on the ground level. The building design utilizes extensive window walls along the street frontages to encourage pedestrian activity and create a more welcoming pedestrian environment. In addition, the Project Site's proximity to a variety of public transit options and to Hollywood's entertainment and commercial core would promote walkability. Furthermore, a landscaped private walkway would also be provided between the new building and the relocated historic bungalows. These design features would draw increased foot traffic to the Project Site and area. Thus, the Project would contribute to the establishment of a strong pedestrian environment and promote the Project Site and area as a focus of activity for the surrounding community and a focus for investment in the community. Therefore, the Project would not conflict with this objective.</p>
<p>Policy 5.8.4: Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character.</p>	<p>No Conflict. Project signage would be designed to be aesthetically compatible with the contemporary architectural of the Project and other signage in the area. Proposed signage would include mounted Project identity signage, building and commercial tenant signage, and general ground-level and wayfinding pedestrian signage. Wayfinding signs would be located at parking garage entrances, elevator lobbies, vestibules, and residential corridors. All proposed signage would be designed in conformance to applicable LAMC and Hollywood Signage Supplemental Use District (HSSUD) requirements.</p>

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

Goal/Objective/Policy	Would the Project Conflict?
	Therefore, the Project would not conflict with this policy.
<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. The Project would provide on-site security personnel. As provided in Project Design Feature POL-PDF-1 in Section IV.1.2, Public Services—Police Protection, temporary security measures including security fencing, lighting, and locked entry would be provided during construction. As provided in Project Design Features POL-PDF-2 through POL-PDF-4, the Project would include a closed-circuit security camera system; keycard entry for the residential building and the residential parking 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 building; and sufficient lighting of parking areas to maximize visibility and reduce areas of concealment. As provided in Project Design Feature POL-PDF-5, 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. Furthermore, as specified in Project Design Features POL-PDF-6 and POL-PDF-7, the Applicant would consult with LAPD’s Crime Prevention Unit and submit to the LAPD a diagram of the Project Site showing access routes and other information that might facilitate police response.</p>
Open Space and Conservation Chapter	
<p>Goal 6A: An integrated citywide/regional public and private open space system that serves and is accessible by the City’s population and is unthreatened by encroachment from other land uses.</p>	<p>No Conflict. While this is a citywide/regional goal, the Project would contribute to the public and private open space system. The Project would provide a variety of open space areas and recreational amenities within the Project Site for residents and/or tenants and a landscaped buffer between the new mixed-use building and relocated bungalows. The buffer would be private. The Residential Option would provide 54,850 square feet of open space, exceeding the 54,275 square feet of open space required by the LAMC. The ground level of the Project Site would include approximately 13,350 square feet of publicly accessible outdoor landscaped open space and a 1,000-square-foot indoor common access lobby. Level 10 of the building would include a 13,800-square-foot outdoor amenity deck with recreational features such as a pool with chaise lounges, seating areas, fire pits, and new trees and shrubs. In addition, interior residential amenity spaces on the Level 10 totaling approximately 10,250 square feet would abut the pool amenity deck and may include a fitness center and club room. The new building would also provide 16,450 square feet of private balconies. The</p>

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

Goal/Objective/Policy	Would the Project Conflict?
	Office Option would require 1,575 square feet of open space for the nine residential units. The Office Option provide 15,541 square feet of open space on the ground floor east of the private buffer, and a minimum of 2,100 square feet of this area would be provided for use by residents. On Level 17 of the new building, the Office Option would provide a 4,969-square-foot outdoor deck and 15,821 square feet of indoor amenities for use by office tenants. Such indoor amenities would include an 8,243-square-foot fitness center, 1,283-square-foot yoga room, 3,156-square-foot lounge, and 3,139-square-foot billiard room. Therefore, the Project would not conflict with this goal.
Objective 6.3: Ensure that open space is managed to minimize environmental risks to the public.	No Conflict. The Project would incorporate elements that promote individual and community safety throughout the Project Site, including open space areas that are well-maintained, well-lit, and equipped with a closed-circuit camera system to allow for constant monitoring of such areas to ensure public safety and security at all times. See Objective 5.9 for security features implemented by the Project. Therefore, the Project would not conflict with this objective.
Policy 6.3.3: Utilize development standards to promote development of public open space that is visible, thereby helping to keep such spaces and facilities as safe as possible.	No Conflict. See Objective 6.3.
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. b. Encourage the improvement of open space, both on public and private property, as opportunities arise. Such places may include the dedication of “unbuildable” areas or sites that may serve as green space, or pathways and connections that may be improved to serve as neighborhood landscape and recreation amenities.	No Conflict. The Project would include a variety of open space and recreational amenities for residents and visitors. See Goal 6A.
Infrastructure and Public Services Chapter	
Goal 9A: Adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.	No Conflict. While this is a citywide goal, with regard to wastewater, as described in the Section IV.L.2, Utilities and Service Systems—Wastewater, of this Draft EIR, wastewater generated during Project operation would be

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

Goal/Objective/Policy	Would the Project Conflict?
	collected and discharged into existing sewer mains and conveyed to the Hyperion Water Reclamation Plant (HWRP), which has an available treatment capacity of approximately 175 million gallons per day (mgd). Three existing sanitary sewer mains that flow to the HWRP are adjacent to the Project Site in Vine Street, De Longpre Avenue, and Afton Place. Specifically, the Project proposes one sewer connection to the 10-inch sewer main in Vine Street. The wastewater generated by the Project would be typical of commercial and residential uses. No industrial discharge into the wastewater system would occur. As the HWRP is in compliance with the State's wastewater treatment requirements, the Project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board. Therefore the Project would not conflict with this goal.
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	No Conflict. See Policy 5.5 above under the Mobility Plan policy discussion.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	No Conflict. See Policy 5.5 above under the Mobility Plan policy discussion.
Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.	No Conflict. As evaluated in Section IV.L.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, 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.
Goal 9P: Appropriate lighting required to: (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and informational lighting such as building façade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.	No Conflict. Project lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the site. Project lighting would be designed to minimize light trespass from the Project Site and would comply with all LAMC requirements. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be subject to approval by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on sidewalks and roadways while minimizing light and glare on adjacent properties. Therefore, the Project would not conflict with this goal.

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

Goal/Objective/Policy	Would the Project Conflict?
Objective 9.40: Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting for private streets, parking areas, pedestrian areas, security lighting, and other forms of outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare.	No Conflict. Refer to the consistency analysis for Goal 9P of the Infrastructure and Public Services Chapter above.
Policy 9.40.1: Require lighting on private streets, pedestrian oriented areas, and pedestrian walks to meet minimum City standards for street and sidewalk lighting	No Conflict. Refer to the consistency analysis for Goal 9P of the Infrastructure and Public Services Chapter above.
Policy 9.40.2: Require parking lot lighting and related pedestrian lighting to meet recognized national standards.	No Conflict. Refer to the consistency analysis for Goal 9P of the Infrastructure and Public Services Chapter above.
Policy 9.40.3: Develop regulations to ensure quality lighting to minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare for façade lighting, security lighting, and advertising lighting, including billboards.	No Conflict. Refer to the consistency analysis for Goal 9P of the Infrastructure and Public Services Chapter above.
<hr/> <p><i>Source: Eyestone Environmental, 2021.</i></p>	

Table 3
Applicable Policies of the Mobility Plan

Goal/Objective/Policy	Would the Project Conflict?
<p>Policy 1.6: Design detour facilities to provide safe passage for all modes of travel during times of construction.</p>	<p>No Conflict. As identified in Project Design Feature TR-PDF-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 parking, and any possible sidewalk and lane closures and to ensure safe passage for all modes of travel during Project construction. As part of the Construction Traffic Management Plan, worksite traffic control plan(s) 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(s) will ensure that the potential conflicts between construction activities, street traffic, bicyclists and pedestrians are minimized. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 2.1: Adaptive Reuse of Streets—Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.</p>	<p>No Conflict. The Project would not alter adjacent streets or the right-of-way in a manner that would preclude or conflict with future changes by various City departments. Therefore, the Project would not conflict with this policy.</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. 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 active street adjacent uses such as neighborhood-serving commercial uses. The Project also aims to concentrate higher-density housing along Vine Street, a transit and commercial corridor, and provide a mix of residential and neighborhood-serving commercial uses in close proximity to public transportation.</p> <p>The Project would encourage walking by improving the streetscape and providing commercial retail, restaurant, and grocery store uses on the ground level. The building design utilizes extensive window walls along the street frontages to encourage pedestrian activity and create a more welcoming pedestrian environment. In addition, the Project Site's proximity to a variety of public transit options and to Hollywood's entertainment and commercial core would promote walkability. Furthermore, a landscaped private walkway would also be installed between the new mixed-use building and the relocated historic bungalows to increase pedestrian access on and around the Project Site. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 2.4: Neighborhood Enhanced Network—Provide a slow speed network of locally serving streets.</p>	<p>No Conflict. The Neighborhood Enhanced Network is a selection of local streets to provide comfortable and safe routes for localized travel of slower-moving modes, such as walking or biking. The Project Site is not located immediately adjacent to street segments of the</p>

Table 3 (Continued)
Applicable Policies of the Mobility Plan

Goal/Objective/Policy	Would the Project Conflict?
	Neighborhood Enhanced Network. Therefore, the Project would not conflict with this policy.
Policy 2.5: Transit Network—Improve the performance and reliability of existing and future bus service.	No Conflict. This policy identifies specific streets as part of the Transit Enhanced Network to receive improvements that enhance the performance and reliability of existing and future bus service. The Project Site is not immediately adjacent to any Transit Enhanced Streets. Therefore, the Project would not conflict with this policy.
Policy 2.6: Bicycle Networks—Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.	No Conflict. This policy establishes a Bicycle Enhanced Network, which consists of protected bicycle lanes and bicycle paths, to provide bikeways for a variety of users. The Project frontage along Vine Street is part of the Bicycle Enhanced Network. The Project driveway options include a driveway on Vine Street that would be right-in/right-out, which is intended to reduce conflicts between vehicles entering and exiting the driveway and bicyclists traveling northbound on Vine Street. Therefore, the Project would not conflict with this policy.
Policy 2.7: Vehicle Network—Provide vehicular access to the regional freeway system.	No Conflict. This policy establishes a Vehicle Enhanced Network to identify corridors that will remain critical to vehicular circulation and to balance regional and local circulation needs. The Project frontages are not along streets that are part of the Vehicle Enhanced Network. Therefore, the Project would not conflict with this policy.
Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.	No Conflict. The Project would provide an off-street loading dock adjacent to the proposed De Longpre Avenue driveway. As such, truck loading activities would result in a minimal impact on the surrounding street network and the loading docks would not encroach on or block the public right-of-way. No passenger loading is proposed along the streets. The Project would not conflict with this policy.
Policy 2.17: Street Widening—Carefully consider the overall implications (cost, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.	No Conflict. Street widenings should be carefully considered as they can impact the cost, character, safety, and environment of a street segment. The Project would dedicate five feet of right-of-way along the De Longpre Avenue and Afton Place frontages to conform with the street classifications in the Mobility Plan but would not widen these streets. Therefore, the Project would not conflict with this policy.
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.	No Conflict. 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 Red Line and numerous local and regional commuter bus lines. Therefore, the Project would not conflict with this policy.

Table 3 (Continued)
Applicable Policies of the Mobility Plan

Goal/Objective/Policy	Would the Project Conflict?
Policy 3.2: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	No Conflict. The Project would retain and would not modify the existing sidewalks and would not conflict with this policy.
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.	No Conflict. The Project would promote equitable land use decisions that result in fewer vehicle trips by providing a new development consisting of residential, neighborhood-serving commercial retail, office, restaurant and/or grocery store uses in proximity to jobs (including those that may be offered on-site), entertainment and cultural destinations, and other neighborhood services in a transit-rich area. Therefore, the Project would not conflict with this policy.
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. The Project Site is located approximately 0.4 mile from the Metro B Line (Red) Hollywood/Vine Station. In addition, the Project Site is served by seven local Metro bus lines and three LADOT DASH bus lines. Thus, residents, workers, and visitors of the Project would be well-served by affordable, efficient, convenient, and attractive transit services. Therefore, the Project would not conflict with this policy.
Policy 3.5: Multi-Modal Features—Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	No Conflict. Depending on the local context, various multimodal features may be considered to encourage walking and/or assist in making first/last mile connections with transit. The Project would support multi-modal travel with bike parking and by concentrating mixed-use development near public transit. Therefore, the Project would not conflict with this policy.
Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	No Conflict. The Project would provide on-site bicycle parking in accordance with LAMC requirements and the City’s Bicycle Parking Ordinance. The Project would provide and locate on-site bicycle parking in accordance with LAMC requirements and the City’s Bicycle Parking Ordinance. The Residential Option would provide up to 269 bicycle parking spaces (53 short-term and 216 long-term) and the Office Option would provide up to 162 bicycle parking spaces (54 short-term and 108 long-term). The Project would provide a closed-circuit security camera system to ensure that the bicycle parking and storage areas are secured and well-maintained. Therefore, the Project would not conflict with this policy.
Policy 3.9: Discourage the vacation of public right-of-ways	No Conflict. The Project would not involve the vacation of public right-of-ways and would not conflict with this policy.
Policy 3.10: Discourage the use of cul-de-sacs that do not provide access for active transportation options.	No Conflict. The Office Option may provide vehicle access via all-access driveways on Afton Place and De Longpre Avenue with an added cul-de-sac directly east of

Table 3 (Continued)
Applicable Policies of the Mobility Plan

Goal/Objective/Policy	Would the Project Conflict?
	the driveway on Afton Place to reduce traffic on residential streets. All driveways would provide access to the subterranean parking garage. If implemented, the Afton Place cul-de-sac would maintain bicyclist and pedestrian access. Therefore, the Project would not conflict with this policy.
<p>Policy 4.8: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.</p>	<p>No Conflict. As discussed in Section IV.J, Transportation, of this Draft EIR, given that the Residential Option and three Office Options are not projected to have a significant impact on VMT, the Project would not propose a TDM plan as a mitigation measure. However, the Project's location and provision of bicycle parking on-site would encourage the use of alternative modes of transportation, and the City would require implementation of additional TDM measures in accordance with the City's current TDM ordinance. As such, the Project would not conflict with this policy.</p>
<p>Policy 4.13: Balance on-street and off-street parking supply with other transportation and land use objectives.</p>	<p>No Conflict. The objective of this policy is to balance parking supply with other transportation and land use objectives. The policy states that an oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multi-modal transportation system, an abundance of free parking incentivizes automobile trips and makes alternative modes of transportation less attractive, and that large parking lots consume land that could be used for other valuable uses and discourage walking by increasing the distance between services and facilities. Based on LAMC requirements and in accordance with City Ordinance No. 185,480, the Residential Option would be required to provide 689 vehicle parking spaces (568 residential and 121 commercial vehicle parking spaces) and would comply by providing 764 vehicle parking spaces (598 residential and 166 commercial vehicle parking spaces). The Office Option would be required to provide 969 vehicular parking spaces (927 office, 24 restaurant, and 18 residential vehicle parking spaces) and would comply by providing 1,699 vehicle parking spaces (1,657 office, 24 restaurant, and 18 residential vehicle parking spaces).</p> <p>The Project would not conflict with the portion of Policy 4.13 that discourages utilizing land for parking that could have been used for other valuable uses since all parking will be located in a subterranean garage. Moreover, residents, employees and visitors will have to pay for parking; therefore, the Project does not conflict with the policy regarding the abundance of free parking.</p> <p>While the Project would include parking in excess of the LAMC minimum requirements, it would include features to encourage walking and bicycling and LAMC-required bicycle parking spaces. Furthermore, as discussed above</p>

Table 3 (Continued)
Applicable Policies of the Mobility Plan

Goal/Objective/Policy	Would the Project Conflict?
	<p>the Project would be consistent with the applicable goals and objectives of the 2020–2045 RTP/SCS to locate jobs and housing in infill locations served by public transportation. Therefore, the Project would not undermine broader regional goals of creating vibrant public spaces and a robust multi-modal transportation system. Under CEQA, a project is considered consistent with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. Therefore, even though the Project's parking may exceed the LAMC's minimum requirements, the Project is consistent with the overall intent of Policy 4.13 and the Mobility Plan. Moreover, any inconsistency with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation was adopted for the purpose of avoiding or mitigating an environmental effect and the inconsistency itself would result in a direct physical impact on the environment. The above policy is intended to implement broader regional goals, not to mitigate an environmental effect. Therefore, even if the Project's amount of parking was conservatively considered to be inconsistent with Policy 4.13, such inconsistency would not be considered to be a significant impact under CEQA. Furthermore, as the Project is located in a transit priority area, parking impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.</p>
<p>Policy 5.1: Sustainable Transportation—Encourage the development of a sustainable transportation system that promotes environmental and public health.</p>	<p>No Conflict. While this is a citywide objective, the Project would support its implementation. As discussed with the policies above, the Project would encourage the development of a sustainable transportation system with its provision of bicycle parking, maintenance of existing wide sidewalks, proposed north-south paseo, and proposed mixed-use development near transit. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.</p>	<p>No Conflict. The Project would provide residential uses and neighborhood-serving retail, office, restaurant, and/or grocery store uses on a Project Site that is located within a transit and commercial corridor. The Project Site is well-served by existing public transportation that would provide Project residents with more access to a variety of commercial, dining, employment, and entertainment options without having to drive. The Project would also promote walkability through building design and streetscape improvements, and provide bicycle parking on the Project Site. As detailed in Section IV.J,</p>

Table 3 (Continued)
Applicable Policies of the Mobility Plan

Goal/Objective/Policy	Would the Project Conflict?
	<p>Transportation, of this Draft EIR, as the Project would not have a significant impact on VMT, the Project would not propose a TDM plan as a mitigation measure. However, the Project's location and provision of bicycle parking on-site would encourage the use of alternative modes of transportation, and the City would require implementation of additional TDM measures in accordance with the City's current TDM ordinance. As such, the Project would reduce the use of single-occupant vehicle trips and would support the reduction of VMT per capita.</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. As required by the City of Los Angeles Ordinance 186,485 and Ordinance 186,488, 30 percent of the Project's parking spaces would be capable of supporting future electric vehicle supply equipment, and 10 percent of spaces would have electric vehicle charging stations. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 5.5: Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways.</p>	<p>No Conflict. The Project would implement a Stormwater Pollution Prevention Plan (SWPPP) during construction as required under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The Project would implement best management practices (BMPs), including erosion control, sediment control, non-stormwater management, and materials management measures, to minimize the discharge of pollutants in stormwater runoff. In addition, during operation, the Project would implement Low Impact Development (LID) strategies, including Capture and Reuse cisterns, in accordance with the current City of Los Angeles LID Ordinance requirements. Additionally, the Project would provide street trees to further capture and infiltrate stormwater within the City's public rights-of-way. Therefore, the Project would not conflict with this policy.</p>
<p>Source: <i>Eyestone Environmental, 2021.</i></p>	

Table 4
Project Consistency with Applicable Policies of the General Plan Housing Element 2013–2021

Policy	Would the Project Conflict?
Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.	No Conflict. The Residential Option would develop a total of 429 residential units (including 36 units designated for Very Low Income households), consisting of one-bedroom units, one-bedroom plus den units, and two-bedroom units. The Office Option with the bungalows used as residential would provide nine two-bedroom units. As such, development of the Project could contribute to a supply of rental housing units in the Hollywood area. The Project would not conflict with this objective.
Policy 1.1.2: Expand affordable rental housing for all income groups that need assistance.	No Conflict. The Residential Option would provide 36 units designated for Very Low Income households on-site and would not conflict with this policy.
Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.	No Conflict. As discussed in Objective 1.1, the Residential Option would provide 429 new multi-family residential units (including 36 units designated for Very Low Income households), consisting of one-bedroom units, one-bedroom plus den units, and two-bedroom units. The Office Option with residential bungalows would provide nine two-bedroom units in the bungalows. The Project would not conflict with this policy.
Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.	No Conflict. The Project could expand residential development opportunities in a designated Regional Commercial Center. As discussed in Objective 1.1, the Residential Option would provide 429 new multi-family residential units consisting of one-bedroom units, one-bedroom plus den units, and two-bedroom units. The Office Option with residential bungalows would provide nine two-bedroom units in the bungalows. In addition, the Project would be located in an urbanized commercial area that is well-served by local and regional transit options. The Project would not conflict with this policy.
Objective 1.2: Preserve quality rental and ownership housing for households of all income levels and special needs.	No Conflict. As discussed in the consistency analysis for Objective 1.1, the Project would provide 429 new multi-family residential units (including 36 units designated for Very Low Income households), consisting of one-bedroom units, one-bedroom plus den units, and two-bedroom units. The Office Option with residential bungalows would provide nine two-bedroom units in the bungalows. The Project would not conflict with this policy.
Policy 2.1.1: Establish development standards and policing practices that reduce the likelihood of crime.	No Conflict. Although this policy is primarily in reference to the establishment of citywide standards, the Project would incorporate elements that would promote individual and community safety. The Project would provide on-site security personnel. As provided in Project Design Feature POL-PDF-1 in Section IV.1.2, Public Services—Police Protection, temporary security measures including security fencing, lighting, and locked entry would be provided during construction. As provided in Project Design

Table 4 (Continued)
Project Consistency with Applicable Policies of the General Plan Housing Element 2013–2021

Policy	Would the Project Conflict?
	<p>Features POL-PDF-2 through POL-PDF-4, the Project would include a closed-circuit security camera system; keycard entry for the residential building and the residential parking 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 building; and sufficient lighting of parking areas to maximize visibility and reduce areas of concealment. As provided in Project Design Feature POL-PDF-5, 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. Furthermore, as specified in Project Design Features POL-PDF-6 and POL-PDF-7, the Applicant would consult with LAPD's Crime Prevention Unit and submit a diagram of the Project Site to the LAPD Hollywood Division's Commanding Officer to show access routes and other information that might facilitate police response. The Project would not conflict with this policy.</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 construct a mixed-use development containing multi-family residential units, commercial retail, office, restaurant, and/or grocery store uses. Specifically, the Residential Option would include commercial and grocery store uses and would develop a total of 429 residential units (including 36 units designated for Very Low Income households), consisting of one-bedroom units, one-bedroom plus den units, and two-bedroom units to meet the housing needs of the Hollywood community. The Office Option would provide 463,521 square feet of office uses and 11,914 square feet of restaurant uses within the new building as well as either 8,988 square feet of restaurant uses or nine residential units in the rehabilitated bungalows. Both development scenarios would provide onsite amenities for tenants. As such, the proposed uses would provide housing, amenities, services as well as employment opportunities for Project residents and the surrounding community. The Project would be located in an area well-served by public transit, including bus stops along Vine Street and the Metro B Line (Red) Hollywood/Vine Station (approximately 0.4 mile north of the Project Site). The Project would also provide bicycle parking within the Project Site and streetscape improvements to encourage alternative modes of transportation. Furthermore, as discussed in Section II, Project Description, of this Draft EIR, and pursuant to GHG-PDF-1, the Project would also incorporate sustainability features that meet LEED® Silver or equivalent green building standards to support and promote environmental sustainability. The Project would not conflict with this objective.</p>

Table 4 (Continued)
Project Consistency with Applicable Policies of the General Plan Housing Element 2013–2021

Policy	Would the Project Conflict?
<p>Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.</p>	<p>No Conflict. As discussed in Section II, Project Description, of this Draft EIR, “green” principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code, which also incorporates various provisions of the California Green Building Standards Code, and the sustainability intent of the) program to meet the standards of LEED Silver® or equivalent green building standards. Design features would be incorporated to reduce energy and water usage and wastewater and solid waste generation, thereby promoting the construction of a sustainable building to minimize the Project’s effects on the environment and minimize the use of non-renewable resources. The Project would not conflict with this objective.</p>
<p>Policy 2.3.2: Promote and facilitate reduction of water consumption in new and existing housing.</p>	<p>No Conflict. As discussed in Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, in addition to incorporating sustainability features related to water conservation in compliance with minimum code requirements, the Project would incorporate Project Design Feature WAT-PDF-1, which would include the installation of high efficiency toilets for residential units with a flush volume of 1.0 gallon per flush; showerheads with flow rate of 1.5 gallons per minute, or less; domestic water heating system located in close proximity to point(s) of use; individual metering and billing for water use for commercial space; drip/subsurface irrigation (micro-irrigation); proper hydro-zoning/zoned irrigation (to group plants with similar water requirements together); and drought tolerant plants (72 percent of total landscaping). The Project would not conflict with this policy.</p>
<p>Policy 2.3.3: Promote and facilitate reduction of energy consumption in new and existing housing.</p>	<p>No Conflict. As discussed in Section IV.C, Energy, and Section IV.L.3, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, the Project would incorporate Project Design Features GHG-PDF-1 and GHG-PDF-2 to improve energy efficiency and reduce energy consumption in new housing and mixed-use development. In addition, the Project would comply with the City’s EV charging requirements, which specify 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. The Project would not conflict with this policy.</p>
<p>Policy 2.3.4: Promote and facilitate reduction of waste in construction and building operations.</p>	<p>No Conflict. As discussed in the Initial Study, which is included as 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. In addition, in accordance with the City of Los Angeles Space</p>

Table 4 (Continued)
Project Consistency with Applicable Policies of the General Plan Housing Element 2013–2021

Policy	Would the Project Conflict?
	Allocation Ordinance (Ordinance No. 171,687), the Project would provide a designated recycling area for Project residents to facilitate recycling, which would further reduce the Project's waste stream during Project operation. The Project would not conflict with this policy.
<p>Objective 2.4: Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.</p>	<p>No Conflict. See Policy 3.2.4 of the Land Use Chapter and Objectives 4.1 and 4.2 of the Housing Chapter of the Framework Element. As further discussed under Policy 3.2.4 of the Land Use Chapter of the Framework Element, the mixed-use buildings proposed by the Residential and Office Options would be designed in a contemporary architectural style with a maximum building height that would be similar to and compatible with the Sunset Vine Tower, the Sunset Media Center, and other high-rise buildings within the vicinity. Under the Residential Option, the height of the new building would transition from the proposed 32-story residential tower within the northwestern portion of the Project Site (at Vine Street and De Longpre Avenue), which would be highest point of the building, to the proposed 9-story podium within the southwestern portion of the Project Site (at Vine Street and Afton Place). Along the eastern façade, the building would be terraced at Level 3. As such, the building would be designed to step down to the lower-scaled and lower-density historic bungalows within the Afton Square Historic District and other residential uses to the east. The Office Option would provide a new 17-story high-rise building designed in a modern architectural style with glass and glazed facades. Under both options, the relocation and rehabilitation of the six bungalows contributing to the Afton Square Historic District would occur in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties. In addition, the new mixed-use building and relocated bungalows would be separated by an approximately 22- to 57-foot landscaped buffer, which would be private to tenants. As such, the Project would respect the scale and character of the surrounding developments. In addition, as discussed under Objectives 4.1 of the Housing Chapter of the Framework Element, the Residential Option would provide a mix of housing types, consisting of one-bedroom units, one-bedroom plus den units, and two-bedroom units, and the Office Option with residential bungalows would provide nine two-bedroom units in the bungalows. Furthermore, as discussed under Objective 4.2 of the Housing Chapter of the Framework Element, the Project's proximity to a variety of public transit options and to Hollywood's entertainment and commercial core, as well as the Project's proposed ground floor commercial uses and streetscape improvements would promote walkability in the Project Site vicinity and create a</p>

Table 4 (Continued)
Project Consistency with Applicable Policies of the General Plan Housing Element 2013–2021

Policy	Would the Project Conflict?
	more livable neighborhood. The Project would not conflict with this objective.
Policy 2.4.1: Promote preservation of neighborhood character in balance with facilitating new development.	No Conflict. See the consistency analysis for Objectives 2.2 and 2.4, and Policy 2.2.1 for a detailed description of the Project characteristics and a discussion of the Project's compatibility with surrounding uses.
Policy 2.4.2: Develop and implement design standards that promote quality residential development.	No Conflict. This policy is primarily in reference to the establishment of citywide standards. However, as discussed above, the Project would be substantially consistent with relevant design guidelines in the Framework Element's Urban Form and Neighborhood Design Chapter. In addition, as discussed further below, the Project would be consistent with the Planning Department's Walkability Checklist and the Citywide Design Guidelines. Therefore, the Project would be consistent with the intent of this policy. See also the consistency analysis for Objective 2.4 for a discussion of the Project's consistency with the scale and character of the surrounding uses.
Policy 2.4.3: Develop and implement sustainable design standards in public and private open space and street right-of-ways. Increase access to open space, parks and green spaces.	No Conflict. This policy is primarily in reference to the establishment of citywide standards. Nonetheless, the Project would provide a variety of open space areas within the Project Site, including recreational amenities for residents and/or tenants and a landscaped buffer between the new mixed-use building and relocated bungalows. See Goal 6A of the Open Space and Conservation Chapter of the Framework Element above. The Project would not conflict with this policy.
<p>Source: <i>Eyestone Environmental, 2021.</i></p>	

Table 5
Project Consistency with Applicable Objectives and Policies of the Hollywood Community Plan

Objective/Policy	Would the Project Conflict?
<p>Objective 1. To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.</p>	<p>No Conflict. With a zone and height district change to accommodate the proposed floor area under both options and a General Plan Amendment under the Office Option, the Project would support this objective by developing a new mixed-use building, consisting of multi-family residential, neighborhood-serving commercial retail, office, restaurant, and/or grocery store uses in a transit-friendly area within the Regional Center Commercial designation of the Community Plan area. In addition, the six existing historic bungalows would be relocated and rehabilitated for restaurant or residential uses within the eastern portion of the Project Site within the Medium Residential designation of the Community Plan area under the Residential Option and within the Regional Center designation, if approved, under the Office Option. The proposed uses, height, and design of the new mixed-use building would be similar to and compatible with the Sunset Vine Tower, the Sunset Media Center, and other high-rise buildings within the Project vicinity. The Residential Option and Office Option would increase the amount and type of available housing opportunities within the Hollywood community. In addition, the neighborhood-serving commercial retail, office, restaurant, and/or grocery store uses would provide more retail and employment opportunities to residents of the surrounding area. Thus, the Project would enhance the desirability of Hollywood as a location to live and work and further the development of Hollywood as a major center of population, employment, retail services, and entertainment. The Project would not conflict with this objective.</p>
<p>Objective 2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.</p>	<p>No Conflict. While this policy primarily pertains to the City's distribution of land uses within the Community Plan area, the Project is consistent with relevant growth projections. Specifically, based on the 2020–2045 RTP/SCS, the Project's population and housing growth would be well within SCAG's projections for the Los Angeles Subregion, which serve as the basis for the Framework Element's demographics projections. For the following analysis, the Residential Option is used for population growth and the Office Option is used for employment growth. According to SCAG's 2020–2045 RTP/SCS, the estimated 1,034 residents generated by the Project's Residential Option would represent approximately 0.36 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2017 and 2027. With regard to employment, the 1,818 employees generated by the Office Option would represent approximately 1.83 percent of the employment growth forecasted between 2017 and 2027. Furthermore, the Project is an infill development that would provide housing to meet the needs of the City and Community Plan area, and</p>

Table 5 (Continued)
Project Consistency with Applicable Objectives and Policies of the Hollywood Community Plan

Objective/Policy	Would the Project Conflict?
	would construct new commercial uses that support the type of commercial and mixed-use development anticipated and encouraged in the Hollywood area. Therefore, the Project would not conflict with this objective.
<p>Objective 3. To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.</p> <p>To encourage the preservation and enhancement of the varied and distinctive residential character of the Community, and to protect lower density housing from the scattered intrusion of apartments.</p>	<p>No Conflict. The Residential Option would introduce 429 multi-family residential units (including 36 units designated for Very Low Income households), consisting of a mix of one-bedroom units, one-bedroom plus den units, and two-bedroom units. With approval of its increased density, the Project would help maintain housing costs while also providing housing options at varied economic segments. In addition, the Office Option with residential bungalows would provide nine two-bedroom units. The Project would construct the new mixed-use building on the commercially zoned parcels located on the western portion of the Project Site along Vine Street, De Longpre Avenue, and Afton Place. Under the Residential Option, the height of the mixed-use building would transition from the 32-story residential tower within the northwestern portion of the Project Site (at Vine Street and De Longpre Avenue), which would be the highest point of the building, to the proposed 9-story podium within the southwestern portion of the Project Site (at Vine Street and Afton Place). Along the eastern façade, the building would be terraced at Level 3. As such, the mixed-use building would be designed to step down to the lower-scaled and lower-density development of the Afton Square Historic District to the east. The Office Option would have a slightly reduced height compared to the Residential Option. To reduce the Project's impact further on the residential character of the Afton Square Historic District, the Project's mixed-use development would be separated from the relocated historic bungalows by a landscaped buffer. In addition, the six historic bungalows on the eastern portion of the Project Site would be relocated and rehabilitated in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The Project would not conflict with this objective.</p>
<p>Objective 4: To promote economic well being and public convenience through:</p> <ol style="list-style-type: none"> Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards. Designating land for industrial development that can be so used without detriment [sic] to adjacent uses of other types, and imposing restrictions on the types and 	<p>No Conflict. The Residential Option would include an approximately 55,000-square-foot grocery store, approximately 5,000 square feet of neighborhood-serving commercial retail uses, and up to 8,988 square feet of restaurant uses. The Office Option would introduce approximately 463,521 square feet of office uses and 11,914 square feet of restaurant uses in the new building, as well as either 8,988 square feet of restaurant uses or nine residential units in the bungalows. As such, the Project would provide useful local services to the community and new pedestrian destinations for Project and local residents. The neighborhood-serving commercial</p>

Table 5 (Continued)
Project Consistency with Applicable Objectives and Policies of the Hollywood Community Plan

Objective/Policy	Would the Project Conflict?
<p>intensities of industrial uses as are necessary to this purpose.</p> <p>c. Encouraging the revitalization of the motion picture industry.</p> <p>d. Recognizing the existing concentration of medical facilities in East Hollywood as a center serving the medical needs of Los Angeles.</p>	<p>retail, office, restaurant, and/or grocery store uses would serve the community and future businesses and would complement the employment base of the Hollywood area, promoting economic well-being. The Project does not propose industrial uses. Furthermore, the Project's implementation would not adversely affect the revitalization of the motion picture industry or the activities associated with the medical facilities in East Hollywood. Therefore, the Project would not conflict with this objective.</p>
<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. While this is a citywide objective, the Project would support its implementation. As discussed in Section IV.I.1, Public Services—Fire Protection; Section IV.I.2, Public Services—Police Protection; Section IV.I.3, Public Services—Schools; Section IV.I.4, Public Services—Libraries; Section IV.I.5, Public Services—Parks and Recreation; Section IV.J, Transportation; Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure; Section IV.L.2, Utilities and Service Systems—Wastewater; and Section IV.L, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, the agencies that provide services and utilities to the Project Site would have capacity to serve the Project. As indicated in those sections, the Project's impacts would be less than significant. In addition, as discussed in Section IV.I.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. 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. While this is a citywide objective, the Project would not conflict with its implementation. As discussed in Section IV.J, Transportation, of this Draft EIR, the Project's VMT impacts would be less than significant. With regard to the mitigation of a potential safety issue at the US-101 Northbound Off-ramp to Sunset Boulevard, the Project would implement Mitigation Measure TR-MM-1 to add a protected/permitted left-turn phase with reoptimized signal timing for westbound Sunset Boulevard at Van Ness Avenue. This measure would address the identified safety issue by partially alleviating congestion on Sunset Boulevard that in turn affects the off-ramp, reducing the off-ramp queue onto the freeway mainline and fully mitigating the Project impact. As such, the Project's contribution would not be cumulatively considerable; however, the measure would only partially mitigate impacts from cumulative traffic that would occur irrespective of the Project. Furthermore, the Project Site is located in a highly urbanized area that is well-served by public transit</p>

Table 5 (Continued)
Project Consistency with Applicable Objectives and Policies of the Hollywood Community Plan

Objective/Policy	Would the Project Conflict?
	<p>provided by Metro and LADOT, and the Project would include various streetscape improvements such as additional street trees and landscaping, and a private walkway between the proposed mixed-use building and the relocated bungalows to encourage walkability. As such, the Project would also support the improvement of the pedestrian circulation system. In addition, Project would site commercial uses on the ground level and utilize window walls along the storefronts to enhance the pedestrian environment and further encourage pedestrian activity along Vine Street, De Longpre Avenue, and Afton Place. Furthermore, the Project would provide vehicle and bicycle parking in accordance with LAMC requirements. Thus, the Project would promote opportunities for the use of alternative modes of transportation, including use of public transportation, walking, and bicycling, that could help to reduce the amount of vehicle traffic in the Project vicinity. The Project would not conflict with this objective.</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 Angeles region.</p>	<p>No Conflict. The Project would not adversely affect any open space or natural features, and as discussed in the Initial Study of this Draft EIR, included as Appendix A of this Draft EIR, the Project's impacts on views would be less than significant. The Project would not conflict with this objective.</p>
<p>Land Use—Commerce</p>	
<p>The focal point of the Community is the Hollywood Center, located generally on both sides of Hollywood and Sunset Boulevards between La Brea and Gower Street. The Hollywood Center is included in the Hollywood Redevelopment Project area as adopted in May 1986. This center area shall function 1) as the commercial center for Hollywood and surrounding communities and 2) as an entertainment center for the entire region. Future development should be compatible with existing commercial development, surrounding residential neighborhoods, and the transportation and circulation system. Developments combining residential and commercial uses are especially encouraged in this Center area.</p>	<p>No Conflict. The Project Site is located within the Hollywood Redevelopment area approximately 700 feet south of the designated Hollywood Center area. The Project's mix of residential and neighborhood-serving commercial uses would create new housing and employment opportunities near the Hollywood Center, thereby facilitating this area's continuing function as both Hollywood's commercial center and a regional entertainment center. The Project's proposed uses would be compatible with the existing and proposed commercial and mixed-use development patterns along Vine Street. In addition, the Project's maximum building height would be consistent with the Sunset Vine Tower, the Sunset Media Center, and other existing high-rise development along Vine Street and in the Project vicinity. The Residential Option would construct the tallest 32-story portion of the mixed-use high-rise at Vine Street and De Longpre Avenue, and reduce the building height to a 9-story podium towards the rehabilitated historic bungalows on the eastern portion of the Project Site. To reduce the Project's impact further on the residential character of lower-scaled and lower-density development of the Afton Square Historic District to the east, the Project's mixed-use development</p>

Table 5 (Continued)
Project Consistency with Applicable Objectives and Policies of the Hollywood Community Plan

Objective/Policy	Would the Project Conflict?
	<p>would be separated from the historic bungalows by a landscaped buffer, which would be private to tenants. As a mixed-use project with residential dwelling units and neighborhood-serving commercial retail, office, restaurant, and/or grocery store uses, the Project would support the Community Plan’s goals for encouraging developments that combine residential and commercial uses within the Hollywood Center. Furthermore, the Project’s proximity to significant existing transit infrastructure, provision of bicycle parking spaces, and design features that promote walkability would ensure compatibility with the existing transportation and circulation system. The Project would not conflict with this objective/policy.</p>
Circulation	
<p>No increase in density shall be effected 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>No Conflict. The Residential Option would require a zone and height district change from C4-2D-SN to [Q]C4-2-SN and from (T)(Q)C2-2D and R4-2D to [Q]C4-2 for the eight western parcels of the Project Site within the Regional Center Commercial land use designation, in order to permit the construction of the option. The Office Option would require a zone and height district change from C4-2D-SN to [Q]C4-2-SN for the four westerly parcels, and from (T)(Q)C2-2D and R4-2D and R3-1XL to [Q]C4 2 for the remaining nine parcels, and a General Plan Amendment for the five easterly parcels from Medium Residential to Regional Center, in order to provide a consistent designation across the Project Site and permit the construction of the option. As discussed in Section IV.J, Transportation, of this Draft EIR, the Project would result in less-than-significant VMT impacts, and Project impacts would be less than significant with mitigation with regard to a potential safety issue at the US-101 Northbound Off-ramp to Sunset Boulevard. The Project’s contribution would not be cumulatively considerable; however, the measure would only partially mitigate impacts from cumulative traffic that would occur irrespective of the Project. Also refer to Objective 6 above. The Project would not conflict with this objective/policy.</p>
Service System	
<p>Such development [public facilities] shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times.</p>	<p>No Conflict. While this is a citywide objective, the Project would support its implementation. The Project would be located in an urbanized area with established service facilities. As discussed in Section IV.I.1, Public Services—Fire Protection; Section IV.I.2, Public Services—Police Protection; Section IV.I.3, Public Services—Schools; Section IV.I.4, Public Services—Libraries; Section IV.I.5, Public Services—Parks and Recreation; Section IV.J, Transportation; Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure; Section IV.L.2,</p>

Table 5 (Continued)
Project Consistency with Applicable Objectives and Policies of the Hollywood Community Plan

Objective/Policy	Would the Project Conflict?
	<p>Utilities and Service Systems—Wastewater; and Section IV.L.3, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, public facilities would not be significantly impacted by the Project. Agencies that provide service systems and facilities would have adequate capacity to serve the Project. 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 further ensure public facilities would have adequate capacity. The Project would not conflict with this objective/policy.</p>
<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>No Conflict. The Residential Option would require a zone and height district change from C4-2D-SN to [Q]C4-2-SN and from (T)(Q)C2-2D and R4-2D to [Q]C4-2 for the eight western parcels of the Project Site within the Regional Center Commercial land use designation, in order to permit the construction of the option. The Office Option would require a zone and height district change from C4-2D-SN to [Q]C4-2-SN for the four westerly parcels, and from (T)(Q)C2-2D and R4-2D and R3-1XL to [Q]C4 2 for the remaining nine parcels, and a General Plan Amendment for the five easterly parcels from Medium Residential to Regional Center, in order to provide a consistent designation across the Project Site and permit the construction of the option. Furthermore, the Project Site is located in an urbanized area with established service facilities. As discussed in Section IV.I.1, Public Services—Fire Protection; Section IV.I.2, Public Services—Police Protection; Section IV.I.3, Public Services—Schools; Section IV.I.4, Public Services—Libraries; Section IV.I.5, Public Services—Parks and Recreation; Section IV.J, Transportation; Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure; Section IV.L.2, Utilities and Service Systems—Wastewater; and Section IV.L.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, 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. The Project would not conflict with this objective/policy.</p>
Other Public Facilities	
<p>It is the City's policy that, where feasible, new power lines be placed underground and that the undergrounding of existing lines be continued and expanded.</p>	<p>No Conflict. Project connections to existing power lines would be placed underground, where feasible. The Project would not conflict with this objective/policy.</p>
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Table 5 (Continued)
Project Consistency with Applicable Objectives and Policies of the Hollywood Community Plan

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