

Appendix H

Land Use Consistency Tables

Appendix H

Land Use Tables

Table 1
Objectives and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
<i>Land Use Chapter</i>	
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 [sic] city.</p>	<p>No Conflict. While this is a citywide goal, the Project would be an addition to a Regional Center, a focal point of regional commerce and activity featuring a diversity of uses, including corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. The Project would revitalize an existing under-utilized site by rehabilitating and restoring the on-site Attie Building and providing a new commercial building and a mixed-use building with residential, retail, restaurant, and office uses. The Project would be developed with sustainability features and landscaped open space and recreational areas for both the public and Project residents. The Project would be well-served by public transit as it is located within 0.25 miles of the Metro Red Line Hollywood/Vine Station and is in proximity to numerous bus stops along Hollywood Boulevard. The Project would create a new development that would contribute to a transit-oriented mixed-use neighborhood of the City.</p>
<p>Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.</p>	<p>Consistent. While this policy refers to the citywide provision of public infrastructure, as discussed in Section IV.H, Public Services (i.e., Section IV.H.1, Public Services—Fire Protection; Section IV.H.2, Public Services—Police Protection; Section IV.H.3, Public Services—Schools; Section IV.H.4, Public Services—Libraries; and Section IV.H.5, Public Services—Parks and Recreation) and in Section IV.K, Utilities and Service Systems (i.e., Section IV.K.1, Water Supply and Infrastructure; Section IV.K.2, Utilities and Service Systems—Wastewater; and Section IV.K.3, Utilities and Service Systems—Energy Infrastructure), of this Draft EIR, and the Initial Study included in Appendix A of this Draft EIR, the Project would not require the construction of public services facilities, the construction of which would cause significant environmental impacts. In addition, utilities to the Project Site would have capacity to serve the Project. Therefore, the Project would not conflict with this policy.</p>

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

Objective/Policy	Would the Project Conflict?
<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 parklands and 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 recreational amenities for residents and a ground floor courtyard and a seating area for patrons of the restaurant use proposed by the Project. The residential recreational amenities would be provided on Levels 1, 2, 4, and 12. Level 1 will include a lounge, internet café, and an outdoor courtyard on the south side of the building for resident use. On Level 2, the Project would include an indoor theater and an outdoor dog run deck with seating areas. On Level 4, the Project would include a pool deck featuring a swimming pool and spa, a gas fire pit, a barbecue area, a chaise lounge, and cabanas, and a courtyard would provide an outdoor yoga and fitness area and additional seating areas. An indoor music room and library, yoga studio, and fitness room would also be featured on Level 4. On Level 12, a sky deck would provide a gas fireplace, barbecue counters, and landscaped family-style seating areas. In addition, the Project would provide 3,500 square feet of outdoor private open space. In total, the Project would provide approximately 33,750 square feet of open space, which would exceed the 29,150 square feet required by LAMC Section 12.21-G.</p>
<p>Policy 3.1.9: Assure that fair treatment of people of all races, cultures, incomes, and education levels with respect to the development, implementation and enforcement of environmental laws, regulations, and policies, including affirmative efforts to inform and involve environmental groups, especially environmental justice groups, in early planning stages through notification and two-way communication.</p>	<p>No Conflict. Pursuant to the California Environmental Quality Act (CEQA), the City of Los Angeles and the Project Applicant have engaged with the community throughout the planning and environmental review process. In accordance with CEQA Section 15082, a Notice of Preparation (NOP) of a Draft EIR was prepared to provide the public, nearby residents and property owners, responsible agencies, and other interested parties with information regarding the Project and its potential environmental effects. A public scoping meeting was held on June 8, 2017 at an accessible location to share information regarding the Project and the environmental review process and to receive written public comments regarding the scope and content of the environmental analysis. Public comments on the Draft EIR will also be received and a public hearing will be scheduled after the completion of the Final EIR. Thus, the Project does not conflict with this policy.</p>
<p>Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.</p> <p>Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate</p>	<p>No Conflict. While this is a citywide objective, the Project supports this vision of development. Specifically, the Project is located in a designated High Quality Transit Area (HQTA) and Transit Priority Area (TPA). The Project Site is located approximately 0.25 miles from the Metro Red Line Hollywood/Vine Station. In addition to the Metro Red Line, the Project Site is served eight Metro bus lines, three Los Angeles Department of Transportation (LADOT)</p>

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

Objective/Policy	Would the Project Conflict?
locations.	DASH bus lines, and one LADOT Commuter Express line. Furthermore, the Project would provide a total of 304 bicycle parking spaces for residents and visitors. In addition, the ground floor retail and restaurant uses and streetscape improvements proposed by the Project would promote walkability in the vicinity of the Project Site. The Project would also include a Transportation Demand Management (TDM) Program to reduce vehicle trips to and from the Project Site by 15 percent. 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 (VMT), and air pollution.
Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.	No Conflict. As detailed in the Initial Study prepared for the Project, which is included in Appendix A of this Draft EIR, the Project's population and employment growth would be well within SCAG's projections for the Subregion, which serve as the basis for the Framework Element's demographics projections and planned provisions of transportation and utility infrastructure and public services. Therefore, the Project would not require the construction of utilities or transportation infrastructure and the Project would not conflict with this objective.
Section 3. Issue Two: Uses, Density, Characteristics—Neighborhood Districts	
Policy 3.8.4: Enhance pedestrian activity by the design and siting of structures.	No Conflict. The Project would enhance pedestrian activity along Hollywood Boulevard and Wilcox Avenue through building design and proposed streetscape amenities by providing ground-level community-serving retail and restaurant use. The Attie Building would be rehabilitated and restored, while the adjacent commercial building proposed by the Project would be contemporary with compatible features of the Attie Building. In addition, the proposed mixed-use building would be designed in a modern style but would take design cues from nearby historic Hollywood buildings. Streetscape amenities provided by the Project would include a row of street trees on Hollywood Boulevard and Wilcox Avenue, pedestrian-scale lighting fixtures and elements, and landscaped outdoor seating areas.
Policy 3.9.5: Promote pedestrian activity by the design and siting of structures in accordance with Pedestrian-Oriented District Policies 3.16.1 through 3.16.3.	No Conflict. Refer to Policy 3.8.4 above.
Policy 3.9.7: Provide for the development of public streetscape improvements, where appropriate.	No Conflict. Refer to Policy 3.8.4 above.

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

Objective/Policy	Would the Project Conflict?
Section 3. Issue Two: Uses, Density, Characteristics—Regional Centers	
Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate.	No Conflict. One of the Project's specific objectives is to enhance the public realm by introducing active street adjacent uses such as community-serving commercial uses that would be consistent with the City's Walkability Checklist and Citywide Design Guidelines. The Project would provide street trees in accordance with Urban Forestry Division requirements. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties. These improvements would improve the pedestrian environment and reduce VMT.
Section 3. Issue Two: Uses, Density, Characteristics—Transit Stations	
Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.	No Conflict. While this is a citywide objective, the Project would support it by providing a new mixed-use development with housing and employment opportunities in a designated HQTAs and TPAs. Specifically, the Project Site is served by the Metro Red rail line and multiple regional and local Metro bus routes and local LADOT lines. By locating the Project's mix of residential, commercial, and office uses along Hollywood Boulevard on a commercially zoned parcel within Hollywood's dense community, the Project would provide additional housing and jobs while reducing VMT.
Housing Chapter	
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.	No Conflict. While this is a citywide objective, the Project would support its implementation. Specifically, as discussed in Objective 3.2 above, the Project Site is located in a designated HQTAs and TPAs approximately 0.25 miles from the Metro Red Line Hollywood/Vine Station and well served by Metro and LADOT bus lines, the majority of which provide frequency of service intervals of 15 minutes or less during the A.M. and P.M. peak commute periods. In addition, the ground floor retail and restaurant use and streetscape improvements proposed by the Project would promote walkability in the vicinity of the Project Site. While the Project Site is not immediately adjacent to high-density residential neighborhoods, the Project would be designed to be similar and compatible in density and scale of the surrounding areas. See Policy 3.2.4 for a discussion of the Project's location within an area occupied by buildings of the similar scale and character as those proposed by the Project.
Open Space and Conservation Chapter	
Goal 6A: An integrated citywide/regional public and private open space system that	No Conflict. While this is a citywide/regional goal, the Project would contribute to the public and private open

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

Objective/Policy	Would the Project Conflict?
serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.	space system by designating publicly-accessible landscaped open space on the ground floor and recreational amenities and open space areas for Project residents. In total, the Project would provide 33,750 square feet of open space, which would exceed the required area of 29,150 square feet as set forth by the LAMC. Furthermore, the Project would not conflict with the public and private open space system because it would not encroach upon existing open space.
Policy 6.4.7: Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources.	No Conflict. While this is a citywide policy, the Project would support its implementation by providing 33,750 square feet of open space, which would exceed the required area of 29,150 square feet as set forth by the LAMC. Specifically, the Project would provide new landscaping along Wilcox Avenue and in the outdoor seating areas associated with the commercial space and the residential lounge, as well as on the sky deck, fourth floor residential courtyard, and pool deck. The landscape design would incorporate outdoor seating areas. Residential amenities would include landscaped courtyards and terraces, a sky deck, a pool deck, gym and yoga studio, theater, library/music room, business center, trellised barbeque area, dog run deck, and private balconies. This on-site open space would serve to reduce the demand on parks and recreational facilities in the vicinity of the Project Site.
Policy 6.4.8: Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods. 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. Refer to Policy 6.4.7 above.
Economic Development Chapter	
Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.	No Conflict. The Project would support this objective by providing approximately 17,800 square feet of community-serving retail, restaurant, and office uses to complement the employment base of the Community Plan area, help meet needs of local residents, and foster continued economic investment. In addition, the Project Site would have convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in

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

Objective/Policy	Would the Project Conflict?
	vehicle trips, VMT, and air pollution to ensure maximum feasible environmental quality.
Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.	No Conflict. The Project would develop approximately 17,800 square feet of community-serving retail, restaurant, and office uses in a designated HQTAs and TPAs. Specifically, the Project Site is served by the Metro Red rail line, eight Metro bus lines, three LADOT DASH bus lines, and one LADOT Commuter Express line. The Metro Red Line Hollywood/Vine Station is located approximately 0.25 miles east of the Project Site.
Policy 7.2.5: Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.	Consistent. As discussed in Objective 7.2 and Policy 7.2.3 above, the Project would include approximately 17,800 square feet of community-serving retail, restaurant, and office uses that would serve Project residents, employees, visitors, and the local neighborhood, which would reduce VMT.
<p>Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.</p> <p>Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.</p>	No Conflict. The Project would provide 260 dwelling units in a designated HQTAs and TPAs. Specifically, the Project Site is served by the Metro Red rail line, eight Metro bus lines, three LADOT DASH bus lines, and one LADOT Commuter Express line. The Metro Red Line Hollywood/Vine Station is located approximately 0.25 miles east of the Project Site. Accordingly, the Project would concentrate future residential development along a mixed-use/transit corridor (e.g., Hollywood Boulevard) within a Regional Center Commercial area, as identified in the Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.
Infrastructure and Public Services Chapter	
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	No Conflict. As discussed in the Initial Study prepared for the Project in Appendix A, of this Draft EIR, the Project would implement a SWPPP as required under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (Order No. 2009-0009-DWQ, as well as subsequent amendments 2010-0014-DWQ and 2012-0006-DWQ). The Project would implement best management practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in stormwater runoff. In addition, during operation, the Project would include BMPs to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system as part of the Standard Urban Stormwater Mitigation Plan (SUSMP). The Project does not include uses that handle or generate hazardous substances. The Project would also reduce the amount of flow entering the wastewater system through the incorporation of Project Design Feature WAT-PDF-1

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

Objective/Policy	Would the Project Conflict?
	included in Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure of this Draft EIR, which would minimize water use and the corresponding wastewater generation. Thus, with the implementation of the BMPs, the Project would reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.
<p>Goal 9B: A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.</p> <p>Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.</p>	No Conflict. Refer to Policy 9.3.1 above.
<p>Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.</p>	No Conflict. As evaluated in Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, based on LADWP’s demand projections provided in its 2015 UWMP, LADWP would be able to meet the water demand of the Project as well as the existing and planned future water demands of its service area. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, the Project would not conflict with this objective and no new water supply, storage, and delivery systems are required to support the development.
<hr/> <p><i>Source: Eyestone Environmental, 2020.</i></p>	

Table 2
Objectives and Policies of Mobility Plan 2035

Objective/Policy	Would the Project Conflict?
<p>Policy 1.6: Design detour facilities to provide safe passage for all modes of travel during times of construction.</p>	<p>No Conflict. As identified in Project Design Feature TR-PDF-1 in Section IV.I, Transportation, of this Draft EIR, the Project will prepare and implement a Construction Traffic Management Plan to minimize potential construction impacts to the surrounding area related to construction trucks, worker trips, and any possible sidewalk and lane closures and ensure safe passage for all modes of travel during Project construction. As part of the Construction Traffic Management Plan, a Worksite Traffic Control Plan will be developed to identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. The Worksite Traffic Control Plan will ensure that the potential conflicts between construction activities, street traffic, bicyclists and pedestrians are minimized.</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. While this is a citywide policy, the Project would support its implementation. Specifically, one of the primary objectives of the Project is to create a street-level identity for the Project Site and improve the pedestrian experience through the introduction of active street adjacent uses.</p>
<p>Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.</p>	<p>Consistent. The Project would include an off-street loading area within Level 1 to avoid any impacts to Hollywood Boulevard and Wilcox Avenue during Project operation. No passenger loading is proposed along Hollywood Boulevard or Wilcox Avenue.</p>
<p>Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes—including goods movement—as integral components of the City’s transportation system.</p>	<p>No Conflict. While this is a citywide policy, the Project would promote this policy by providing adequate vehicular and pedestrian access and providing bicycle facilities, as previously discussed. In addition, the Project would be located in a designated HQTAs and TPAs, served by the Metro Red Line and numerous local and regional commuter bus lines.</p>
<p>Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</p>	<p>No Conflict. The Project would support this policy by new development consisting of residential, commercial, and office uses in proximity to employment, destinations, and other neighborhood services in a transit-rich area, and in a designated HQTAs and TPAs.</p>
<p>Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.</p>	<p>No Conflict. Refer to Objective 3.2, above. As demonstrated therein, the Project would support the implementation of this citywide policy by locating a new mixed-use development in a designated HQTAs and TPAs. Residents, workers, and visitors of the Project would be well-served by affordable, efficient, convenient, and attractive transit services, which would reduce the number of vehicle miles traveled.</p>
<p>Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking</p>	<p>No Conflict. The Project would provide a total of 304 bicycle parking spaces consisting of 269 long-term spaces</p>

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

Objective/Policy	Would the Project Conflict?
facilities.	and 35 short-term spaces. For residential uses, there would be 260 long-term spaces and 26 short-term spaces. For commercial uses, there would be 9 long-term spaces and 9 short-term spaces. All short-term and long-term bicycle parking would be located on Level 1. The Project would provide a closed-circuit security camera system to ensure that the bicycle parking and storage areas are secured and well-maintained.
Policy 4.8: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	No Conflict. As discussed in Section IV.I, Transportation, of this Draft EIR, the Project would support this policy by implementing a TDM program. Specifically, Project Design Feature TR-PDF-2, includes a TDM Program to reduce peak hour vehicular traffic to and from the Project Site by 15 percent. It would promote non-automobile travel and reduce the use of single-occupant vehicle trips with a comprehensive program of design features, transportation services, education programs, and incentive programs. The TDM Program would be beneficial to traffic flow, transit service, pedestrian circulation, and overall mobility in the Project area.
Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.	No Conflict. The Project supports implementation of this policy by locating residential uses and community-serving retail, restaurant, and office uses located in a commercial corridor. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation. The Project would also promote pedestrian activity through building design and streetscape amenities and bicycling opportunities. Furthermore, the Project would implement a TDM Program to promote non-auto travel and reduce the use of single-occupant vehicle trips. Therefore, the Project would support ways to reduce VMT.
Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	No Conflict. While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the Project would not inhibit the City's implementation of this goal. The Project would support this policy by providing parking spaces that are equipped with electric vehicle charging stations as identified in Project Design Features GHG-PDF-2.
Policy 5.5: Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways.	No Conflict. The Project would not conflict with or inhibit this citywide policy. The Project would additionally prevent additional stormwater effluent entering the public right of way through a Stormwater Pollution Prevention Plan (SWPPP).
<hr/> <p><i>Source: Eyestone Environmental, 2020.</i></p>	

Table 3
Applicable Policies of the General Plan Housing Element 2013–2021

Policy	Would the Project conflict?
<p>Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.</p>	<p>No Conflict. The Project would not prevent the city from expanding opportunities for residential development and would support the City's efforts to expand opportunities by providing 260 new multi-family residential apartment units located in a commercial area and designated HQTAs and TPAs that is well-served by local and regional transit options.</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 not conflict with the City's efforts to promote sustainable neighborhoods and would support the City's intent by creating a mixed-use development consisting of residential and commercial retail and restaurant uses, integrating new uses into an existing neighborhood. Specifically, the Project would develop a total of 260 residential units up to 10 percent of which would be workforce housing. The Project would also be located in a designated HQTAs and TPAs served numerous bus stops along Hollywood Boulevard and the Metro Red Line Hollywood/Vine Station, located approximately 0.25 miles east of the Project Site. The Project would also provide 304 bicycle parking spaces and associated amenities within the Project Site to encourage alternative modes of transportation. Furthermore, as discussed in Section II, Project Description, of this Draft EIR, the Project would incorporate sustainability features to support and promote environmental sustainability.</p>
<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. While this is a citywide goal, the Project would support its implementation. Specifically, as discussed in Section II, Project Description, of this Draft EIR, the Project would incorporate environmentally sustainable design features required by the Los Angeles Green Building Code. Project 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. As evaluated in Section IV.E, Greenhouse Gas Emissions, as part of its certification under AB 900, the Project would reduce its GHG emissions to net zero, making it carbon neutral. The Project would also apply for United States Green Building Council Leadership in Energy and Environmental Design (LEED) Gold® Certification. Specifically, as detailed by Project Design Feature GHG-PDF-1 in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project shall incorporate sustainable features to exceed California Energy Code baseline standard requirements. Additional features would include energy-saving technologies, HVAC mechanical systems and building lighting with timing control systems, high-efficiency Energy Star-rated products and appliances, and water-efficient plantings with drought</p>

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

Policy	Would the Project conflict?
	tolerant species. Project Design Feature GHG-PDF-2 shall ensure that a minimum of five percent of code-required parking spaces shall be capable of supporting future electric vehicle supply equipment. In addition, as discussed in Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, the Project would incorporate Project Design Feature WAT-PDF-1 to reduce water usage by the proposed mixed-use development, including new housing. Specifically, the new residential units would be equipped with, among others, high efficiency toilets, clothes washers, and dishwashers and low-flow kitchen/lavatory faucets and showerheads. The Project would also include the installation of solar panels.
Policy 2.3.2: Promote and facilitate reduction of water consumption in new and existing housing.	No Conflict. Refer to Objective 2.3, above.
Policy 2.3.3: Promote and facilitate reduction of energy consumption in new and existing housing.	No Conflict. Refer to Objective 2.3, above.
Policy 2.3.4: Promote and facilitate reduction of waste in construction and building operations.	No Conflict. As discussed in the Initial Study 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 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.
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. The Project would support this policy by implementing sustainability measures into its landscaping and open space areas. Specifically, the Project would use drought tolerant plants and indigenous species and implement proper hydro-zoning and turf minimization as feasible.
<hr/> <p><i>Source: Eyestone Environmental, 2020.</i></p>	

Table 4
Applicable Objectives and Policies of the Hollywood Community Plan

Objective/Policy	Would the Project Conflict?
<p>Objective 5. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development. To encourage open space and parks in both local neighborhoods and in high density areas.</p>	<p>No Conflict. As discussed in Section IV.H.1, Public Services—Fire Protection; Section IV.H.2, Public Services—Police Protection; Section IV.H.3, Public Services—Schools; Section IV.H.4, Public Services—Libraries; Section IV.H.5, Public Services—Parks and Recreation; Section IV.I, Transportation; Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure; Section IV.K.2, Utilities and Service Systems—Wastewater; and Section IV.K.3, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, the Project would not require the construction of public services facilities, the construction of which would cause significant environmental impacts. In addition, utilities to the Project Site would have capacity to serve the Project. As indicated in those sections, the Project's impacts would be less than significant. In addition, as discussed in Section IV.H.5, Public Services—Parks and Recreation, of this Draft EIR, the Project would provide on-site open space and recreational amenities to serve the recreational needs of Project residents, which would reduce the potential for additional demand to be placed on public parks and open space areas.</p>
<p>Objective 6. To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.</p>	<p>No Conflict. While this is a citywide objective, the Project would support its implementation. Specifically, the Project Site is located in a highly urbanized area and designated HQTAs and TPAs that is well-served by public transit provided by Metro and LADOT. The Project would include various streetscape improvements such as additional street trees and landscaping to encourage walkability. In addition, the Project would rehabilitate the Attie Building and construct an adjacent commercial building that would be compatible in design and scale. The proposed mixed-use building along Wilcox Avenue would be developed with a high degree of transparency and storefront glazing at ground level to further encourage pedestrian activity. Furthermore, the Project would provide approximately 304 short- and long-term bicycle parking spaces, per LAMC requirements. Thus, the Project would promote opportunities for the use of alternative modes of transportation, including use of public transportation, walking, and bicycling.</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. There is currently no open space on the Project Site and the Project would not conflict with this objective.</p>

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

Objective/Policy	Would the Project Conflict?
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 Project would require a zone change to modify the “D” limitation to allow a FAR of 4.5:1 in lieu of 2:1 to permit the construction of a one- to 15-story mixed-use development with a maximum height of 160 feet and comprised of a total of 260 multi-family residential units, approximately 17,800 square feet of retail, restaurant, and office uses, a minimum of 420 vehicle parking spaces, and 304 bicycle parking spaces. The proposed zone change would allow for a FAR of up to 4.5:1 as contemplated by the Community Plan for properties designated for Regional Center Commercial land uses, in lieu of the 2:1 FAR imposed by Ordinance 165,660. As discussed in Section IV.I, Transportation, of this Draft EIR, the existing highways and public transportation infrastructure would have adequate capacity to serve the Project.</p>
Service Systems	
<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 Project would require a zone change to modify the “D” limitation to allow a FAR of 4.5:1 in lieu of 2:1 to permit the construction of a one- to 15-story mixed-use development with a maximum height of 160 feet and comprised of a total of 260 multi-family residential units, approximately 17,800 square feet of retail, restaurant, and office uses. The Project would generate a maximum residential population of 630 new residents and generate approximately 52 employees. The Project Site is located in an urbanized area with established service facilities. As discussed in Section IV.H.1, Public Services—Fire Protection; Section IV.H.2, Public Services—Police Protection; Section IV.H.3, Public Services—Schools; Section IV.H.4, Public Services—Libraries; Section IV.H.5, Public Services—Parks and Recreation; Section IV.I, Transportation; Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure; Section IV.K.2, Utilities and Service Systems—Wastewater; and Section IV.K.3, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, the Project would not result in significant impacts to public services and utilities. In addition, 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.</p>
<p>Source: <i>Eyestone Environmental, 2020.</i></p>	

Table 5
Applicable Goals and Principles of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS)

Goals and Principles	Would the Project Conflict?
Maximize mobility and accessibility for all people and goods in the region.	No Conflict. Although this goal applies at a regional level, the Project would be developed within an existing urbanized area that provides an established network of roads and freeways that provide local and regional access to the area, including the Project Site. In addition, the Metro Red Line Hollywood/Vine Station is located 0.25 miles east of the Project Site, and the Metro Hollywood/Highland Station is located 0.5 miles west of the Project Site. Furthermore, the Project Site is currently served by local and regional commuter bus lines, including eight Metro bus lines, three LADOT DASH bus lines, and one LADOT Commuter Express line. The availability and accessibility of public transit in the Project area is documented by the Project Site's location within a designated SCAG-designated HQTAs ¹ and TPA as defined in PRC Section 21099. In addition, the Project would provide a total of approximately 304 bicycle parking spaces for the residential and community-serving retail, restaurant, and office uses that would serve to promote walking and use of bicycles. Given the Project's location in proximity to a variety of transportation options, the Project would maximize mobility and accessibility by providing opportunities for walking and biking and opportunities for the use of alternative modes of transportation, including convenient access to public transit.
Ensure travel safety and reliability for all people and goods in the region.	Consistent. As discussed in the Initial Study included as Appendix A of this Draft EIR, the Project does not include any hazardous design features that could pose safety issues to travelers. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. Furthermore, during construction, temporary traffic controls, such as flag persons to control traffic movement during temporary traffic flow disruptions, would be provided to direct traffic around any closures as required in the Construction Traffic Management Plan (see Project Design Feature TR-PDF-1 in Section IV.I, Transportation, of this Draft EIR). Appropriate construction traffic control measures (e.g., signage, delineators, etc.) would also be implemented, as necessary, to ensure emergency access to the Project Site and traffic flow are maintained on adjacent rights-of-way.

¹ SCAG, GIS & Data Services, High Quality Transit Areas (HQTAs) SCAG Region, <http://gisdata.scag.ca.gov/Lists/GIS%20Static%20Maps%20List/DispForm.aspx?ID=15>, accessed on January 29, 2020.

Table 5 (Continued)
Applicable Goals and Principles of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS)

Goals and Principles	Would the Project Conflict?
Preserve and ensure a sustainable regional transportation system.	Consistent. As discussed in Section IV.I, Transportation, of this Draft EIR, Project impacts related to related to the circulation system and VMT would be less than significant
Maximize the productivity of our transportation system.	Consistent. The Project would support the use and productivity of the public transportation system by concentrating new development within an HQTA, as discussed above. Refer to the goal to “Maximize mobility and accessibility for all people and goods in the region,” above.
Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g. bicycling and walking).	No Conflict. As discussed in Section IV.I, Transportation, of this Draft EIR, the Project would implement a TDM program that would include strategies to promote non-automobile travel (i.e., active/non-motorized transportation, such as bicycling and walking) and reduce the use of single-occupant vehicle trips, thereby facilitating a reduction in VMT and improved air quality to contribute to the protection of the environment and the health of the community’s residents. 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. The Project would also apply for LEED Gold® Certification. 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. These features consist of compliance with regulatory requirements, including the provisions set forth in the CALGreen Code that have been incorporated into the City of Los Angeles Green Building Code. These features also include energy conservation, water conservation, and waste reduction features. The Project would also include the installation of solar panels. With implementation of regulatory requirements and project design features, impacts related to air emissions, which directly relate to the environment and the health of the City’s residents, would be less than significant.
Encourage land use and growth patterns that facilitate transit and active transportation.	No Conflict. While this is a regional policy, the Project would support its implementation by developing a mixed-use development along primary transit corridors/boulevards. The Project would be located in a designated HQTA and TPA well-served by public transit, including the Metro Red rail line, eight Metro bus lines, three LADOT DASH bus lines, and one LADOT Commuter Express line. The Metro Red Line Hollywood/Vine Station is located approximately 0.25 miles east of the Project Site. In addition, the Project would provide a total of 304 bicycle parking spaces, including 269 long-term bicycle parking spaces and 35 short-term bicycle parking spaces. As such, the Project would provide opportunities for the use

Table 5 (Continued)
Applicable Goals and Principles of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS)

Goals and Principles	Would the Project Conflict?
	of alternative modes of transportation, thereby the use of transit and non-motorized transportation.
<hr/> <p><i>Source: Eyestone Environmental, 2020.</i></p>	