

IV. Environmental Impact Analysis

G. Land Use and Planning

1. Introduction

This section analyzes the Project’s potential impacts with regard to land use and planning. The analysis in this section evaluates whether the Project would conflict with any applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Analyses of consistency and/or potential conflicts with plans that are more directly related to other environmental topics are addressed in other sections of this Draft EIR, including Section IV.A, Air Quality, which evaluates the Project’s consistency with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) and the City of Los Angeles (City) General Plan (General Plan) Air Quality Element; Section IV.E, Greenhouse Gas Emissions, which evaluates the Project’s consistency with the 2022 Scoping Plan, the Los Angeles Green Building Code, and the Green New Deal; Section IV.J, Transportation (and the Transportation Assessment included as Appendix J of this Draft EIR), which evaluates the Project’s consistency with the City’s Mobility Element 2035 and Vision Zero Action Plan, as well as many of the plans discussed herein as they relate to transportation; and Section IV.L-1, Utilities and Service Systems—Water Supply and Infrastructure, which evaluates the Project’s consistency with the Los Angeles Department of Water and Power (LADWP) Urban Water Management Plan (UWMP). Project consistency with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is evaluated in this section and also in Sections IV.A, Air Quality, and IV.E, Greenhouse Gas Emissions, of this Draft EIR.¹

¹ As provided in Section IV.A, Air Quality, and in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, the 2020–2045 RTP/SCS, which was adopted on September 3, 2020 by SCAG’s Regional Council, was determined to conform to the federally mandated SIP for the attainment and maintenance of NAAQS standards. On October 30, 2020, CARB also accepted SCAG’s determination that the SCS met the applicable future state GHG reduction targets of 19 percent. On April 4, 2024, SCAG adopted the 2024–2050 RTP/SCS, also referred to as Connect SoCal 2024. While the 2024–2050 RTP/SCS has been adopted by SCAG, the 2024–2050 RTP/SCS has not yet been approved by the California Air Resources Board. As such, the focus of the analysis in Sections IV.A, Air Quality, and IV.E, Greenhouse Gas Emissions, of this Draft EIR is the 2020–2045 RTP/SCS while the remainder of this Draft EIR addresses SCAG’s 2024–2050 RTP/SCS.

2. Environmental Setting

a. Regulatory Framework

The following describes the primary regulatory requirements regarding land use and planning. Applicable plans and regulatory documents/requirements include the following:

- California Government Code Section 65300 *et seq.*
- Senate Bill 375
- Senate Bill 743
- California Coastal Act of 1976
- Southern California Association of Governments 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy
- City of Los Angeles General Plan
- Hollywood Community Plan
- Hollywood Community Plan Update
- Hollywood Redevelopment Plan
- Los Angeles Municipal Code
- Citywide Design Guidelines
- Hollywood Signage Supplemental Use District

(1) State

(a) California Government Code Section 65300 et seq.

California law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals. As stated in Section 65302 of the California Government Code, "The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principle, standard, and plan proposals." While a general plan will contain the community vision for future growth, California law also requires each plan to address the mandated elements listed in Section 65302. The mandatory elements for all jurisdictions are land use, circulation, housing, conservation, open space, noise, and safety.

(b) Senate Bill 375

On September 30, 2008, Senate Bill (SB) 375 was instituted to help achieve Assembly Bill (AB) 32 goals to reduce greenhouse gas (GHG) emissions through regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) achievement of GHG emission reduction targets for the transportation sector set forth in AB 32. It establishes a process for the California Air Resource Board (CARB) to develop GHG emission reduction targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses California Environmental Quality Act (CEQA) streamlining as an incentive to encourage residential or mixed-use residential projects, which help achieve AB 32 goals to reduce GHG emissions.

(c) Senate Bill 743

In September 2013, Governor Edmund G. “Jerry” Brown signed SB 743, which made several changes to CEQA for projects located in areas served by transit. Among other things, SB 743 added Public Resources Code (PRC) Section 21099, which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area [TPA] shall not be considered significant impacts on the environment.” PRC Section 21099(a) defines the following:

- “Infill site” means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses.
- “Transit priority area” means an area within 0.5 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”

The Project Site is located on an infill site, as defined in PRC 21099(a), because the Project Site consists of lots located within an urban area that has been previously developed. The Project Site is also located within a transit priority area (TPA), as defined in PRC Section 21099(a)(7), since it is located approximately 0.25 mile of the Los Angeles County Metropolitan Transportation Authority (Metro) B Line Hollywood/Vine Station, which qualifies as a major transit stop (as defined in PRC Section 21-64.3) as it provides rail transit service. Therefore, the Project Site is located in a TPA as defined in PRC Section 21099. The City's Zone Information and Map Access System (ZIMAS) also confirms the Project Site's location within a TPA, as defined in the ZI No. 2452.

(d) California Coastal Act of 1976

The California Coastal Act of 1976 was enacted as a comprehensive scheme to govern land use planning for the entire coastal zone in the State in a manner that protects the state's natural and scenic resources, protects the ecological balance of the coastal zone, and ensures that existing and future development is consistent with the policies of Coastal Act. Under the Coastal Act, any development in the coastal zone must obtain a coastal development permit. Chapter 3 of the Coastal Act constitutes the standards for the permissibility of proposed developments subject to the Coastal Act. These policies are listed in Public Resources Code Section 30200 through Section 30265.5.

(2) Regional

(a) Southern California Association of Governments 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy

On April 4, 2024, the SCAG Regional Council adopted the 2024–2050 RTP/SCS known as Connect SoCal 2024. The 2024–2050 RTP/SCS presents a long-term transportation vision through the year 2050 for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The 2024–2050 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, and the provision of services by other regional agencies. SCAG's overarching strategy for achieving its goals is integrating land use and transportation. Unique to this plan cycle, SCAG developed a set of Regional Planning Policies in areas such as complete streets, housing in the region, air quality, and workforce development to guide decision-making in the region toward integrated land use and transportation planning and other goals in the Connect SoCal 2024 vision. The policies have been refined over several planning cycles to promote multi-modal transportation investments and local development that align with the regional growth vision. The policies also incorporate recent direction from SCAG's Regional Council, Policy Committees, and special subcommittees. The plan also includes a detailed project list and strategic investments to bridge local plans with overarching performance targets and goals. If fully implemented, Connect SoCal 2024 would reduce traffic congestion, improve air quality and improve the region's long-term economic

viability through more than \$751 billion in transportation investments and a more sustainable regional development pattern. Of the investments identified in the plan, \$303 billion is specific to transit projects and operations, \$75 billion to state highway operations and maintenance, \$62 billion to goods movement and \$38 billion to active transportation.

(3) Local

(a) *City of Los Angeles General Plan*

The City of Los Angeles General Plan (General Plan),² originally adopted in 1974, sets forth goals, objectives, policies, and programs to provide an official guide to the future development of the City, while integrating a range of state-mandated elements,³ including Land Use, Circulation (Mobility Plan 2035), Housing, Conservation, Open Space, Safety, Noise, and Air Quality. The City's General Plan also includes the Framework Element, the Health and Wellness Element (Plan for a Healthy Los Angeles), the Infrastructure Systems Element, and the Public Facilities & Services Element. Both the City's General Plan land use controls and the goals, objectives, and policies within individual elements of the General Plan include numerous provisions that are intended to avoid or reduce potential adverse effects on the environment. The elements that make up the City's General Plan are described in more detail below.

(i) *Framework Element*

The City of Los Angeles General Plan Framework Element (Framework Element) establishes the conceptual basis for the City's General Plan. The Framework Element sets forth a Citywide comprehensive long-range growth strategy and establishes Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. The Framework Element provides guidelines for future updates of the City's community plans and does not supersede the more detailed community and specific plans.

(1) Land Use Chapter

The Framework Element's Land Use Chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Center, and Mixed-Use Boulevards) that include standards and policies that shape the scale and intensity of

² *City of Los Angeles, Department of City Planning, City of Los Angeles General Plan, <https://planning.lacity.org/plans-policies/general-plan-overview>, accessed March 6, 2023.*

³ *The term "element" refers to the topics that California law requires to be covered in a general plan (Government Code Section 65302). In addition, State law permits the inclusion of optional elements which address needs, objectives, or requirements particular to that city or county (Government Code Section 65303).*

proposed uses with the purpose of supporting the vitality of the City's residential neighborhoods and commercial districts. The establishment of the designated arrangement of land uses and development densities addresses an array of environmental issues, including, but not limited to, reductions in VMT, reductions in noise impacts, improved efficiency in the use of energy, improved efficiency and thus greater service levels within the infrastructure systems, availability of open space, compatibility of land uses, support for alternative modes of transportation, and provision of an attractive pedestrian environment.

(2) Housing Chapter

The overarching goal of the Framework Element's Housing Chapter is to define the distribution of housing opportunities by type and cost for all residents of the City. The Housing Chapter recognizes that the distribution of housing in proximity to transit can reduce vehicle trips and provide residents with the opportunity to walk between their home, job, and/or neighborhood services. The Housing Chapter provides the following policies to achieve this goal through a number of measures:

- Concentrating opportunities for new development in the City's Neighborhood Districts and in Community Centers, Regional Centers, and the Downtown Center, as well as along primary transit corridors/boulevards;
- Providing development opportunities along boulevards located near existing or planned major transit facilities and areas characterized by low-intensity or marginally viable commercial uses with structures that integrate commercial, housing, and/or public service uses; and
- Focusing mixed uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

(3) Urban Form and Neighborhood Design Chapter

The Framework Element's Urban Form and Neighborhood Design Chapter establishes the goal of creating a city that is attractive to future investment and a city of interconnected, diverse neighborhoods that builds on the strength of those neighborhoods and functions at both the neighborhood and Citywide scales. The purpose of the Urban Form and Neighborhood Design Chapter is two-fold: first, to support the population distribution principles of the Framework Element through proper massing and design of buildings and, second, to enhance the physical character of neighborhoods and communities within the City.⁴ The Framework Element does not directly address the design of individual neighborhoods or communities but embodies general neighborhood design and

⁴ *City of Los Angeles General Plan Framework, p. 5-1, et. seq.*

implementation programs that guide local planning efforts and lay a foundation for community plan updates. The Urban Form and Neighborhood Design Chapter encourages growth in areas that have a sufficient base of both commercial and residential development to support transit service. The existing and planned transit system provides the opportunity to concentrate development and conserve the existing character of stable neighborhoods.

(4) Open Space and Conservation Chapter

The Framework Element's Open Space and Conservation Chapter provides guidance for overall City provision of open space and sets forth policies for the protection of the City's natural environment resources. The Open Space and Conservation Chapter's objectives are oriented around the conservation of natural resources, provision of outdoor recreational opportunities, minimization of public risks from environmental hazards, and use of open space to enhance community and neighborhood character. Economic, social, and ecological imperatives require the City to take full advantage of all existing open space elements. The ecological dimension is based on the improvement of water quality and supply, the reduction of flood hazards, improved air quality, and the provision of ecological corridors for birds and wildlife.

(5) Economic Development Chapter

The Framework Element's Economic Development Chapter includes goals, policies and objectives that address the appropriate land use locations for development. The Economic Development Chapter also establishes mutual development objectives for land use and economic development. The Economic Development Chapter set forth policies for the development of an infrastructure investment strategy to support population and employment growth areas. The Economic Development Chapter also includes goals, objectives, and policies focused on preserving commercial uses within walking distance to residential areas, and promoting opportunities in areas where growth can be accommodated without encroaching on residential neighborhoods. It also focuses on establishing a balance of land uses that provide for commercial and industrial development, which meet the needs of local residents, sustaining economic growth, and assuring maximum feasible environmental quality.

(6) Transportation Chapter

The Framework Element's Transportation Chapter includes proposals for major improvements to enhance the movement of goods and to provide greater access to major intermodal facilities. While the focus of the Transportation Chapter is on guidance for transportation investments, the Transportation Chapter also includes goals, policies and objectives that overlap with policies included in other chapters of the Framework Element regarding land use patterns and the relationship of the pedestrian system to arrangement of land uses. The Transportation Chapter is implemented through the General Plan's Mobility

Plan 2035 (Mobility Plan), which is a comprehensive update of the General Plan Transportation Element.

(7) Infrastructure and Public Services Chapter

The Framework Element's Infrastructure and Public Services Chapter addresses infrastructure and public service systems, including wastewater, stormwater, water supply, solid waste, police, fire, libraries, parks, power, schools, telecommunications, street lighting, and urban forests. For each of the public services and infrastructure systems, basic policies call for monitoring service demands and forecasting the future need for improvements, maintaining an adequate system/service to support the needs of population and employment growth, and implementing techniques that reduce demands on utility infrastructure or services. Generally, these techniques encompass a variety of conservation programs (e.g., reduced use of natural resources, increased site permeability, watershed management, and others). Strategic public investment is advocated in the Infrastructure and Public Services Chapter as a method to stimulate economic development, as well as maintain environmental quality. Attention is also placed on the establishment of procedures for the maintenance and/or restoration of service after emergencies, including earthquakes.

(ii) Mobility Plan 2035

The Mobility Plan, adopted on January 20, 2016, and readopted September 7, 2016, is a comprehensive update of the General Plan Transportation Element. The Mobility Plan provides the policy foundation for achieving a transportation system that balances the needs of all road users, incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets, in compliance with the Complete Streets Act (AB 1358).

The purpose of the Mobility Plan is to present a guide to the future development of a Citywide transportation system for the efficient movement of people and goods. While the Mobility Plan focuses on the City's transportation network, it complements other components of the General Plan that pertain to the arrangement of land uses to reduce VMT and policies to support the provision and use of alternative transportation modalities. The Mobility Plan includes the following five main goals that define the City's high-level mobility priorities:

- Safety First;
- World Class Infrastructure;
- Access for All Angelenos;
- Collaboration, Communication, and Informed Choices; and

- Clean Environments and Healthy Communities.

(iii) Conservation Element

The City of Los Angeles General Plan includes a Conservation Element, which addresses the preservation, conservation, protection, and enhancement of the City's natural resources. Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element establishes an objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes and a corresponding policy to continue protecting historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities. The Conservation Element refers to the Open Space Element for a discussion of open space aspects of the City, including park sites.

(iv) Housing Element

The Housing Element of the General Plan is prepared pursuant to State law and provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The 2021–2029 Housing Element, which was adopted on November 24, 2021, identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City. The goals of the Housing Element are as follows:

- Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs;
- Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels;
- Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos;
- Goal 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present; and
- Goal 5: A City that is committed to preventing and ending homelessness.

(v) *Health and Wellness Element (Plan for a Healthy Los Angeles)*

The Plan for a Healthy Los Angeles, the Health and Wellness Element of the City's General Plan, provides high-level policy vision, along with measurable objectives and implementation programs to elevate health as a priority for the City's future growth and development.⁵ Through a new focus on public health from the perspective of the built environment and City services, the City seeks to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The plan acknowledges the relationship between public health and issues, such as transportation, housing, environmental justice, and open space, among others. The plan includes *Chapter 5, An Environment Where Life Thrives*, which identifies the following environmental policies:

- Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.
- Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.
- Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.
- Explore opportunities to continue to remediate and redevelop brownfield sites.
- Increase the city's resilience to risks (increasing temperatures and heat related effects, wildfires, reduced water supply, poor air quality, and sea level rise) resulting from climate change.
- Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution.

Included in this General Plan element are policies pertaining to the arrangement of land uses within the City related to public health hazards, and which reinforce other State, regional, and local policies that call for improvements to air quality, reducing GHGs, protection from hazards and hazardous materials, and reductions in vehicle trips.

⁵ *Plan for a Healthy Los Angeles, A Health and Wellness Element of the General Plan, 2015.*

(vi) Hollywood Community Plan

The Hollywood Community Plan⁶ (Community Plan), which was adopted in 1988, and covers the neighborhoods of Hollywood, various Hollywood Hills communities, Los Feliz, East Hollywood, and Griffith Park, among others, is the land use element of the General Plan applicable to the Community Plan Area. The Hollywood Community Plan implements the General Plan Framework Element and includes land use designations, density limits, building heights and other provisions to implement the development that supports the City's policies and development vision for the future. The specific purpose of the Community Plan is to promote an arrangement of land use, circulation, and services that encourages and contributes to the economic, social and physical health, safety, welfare, and convenience of the Hollywood community within the framework of the City. In addition, the Community Plan serves to guide the development, betterment, and change of the community to meet existing and anticipated needs and conditions, as well as to balance growth and stability, reflect economic potentials and limits, land development and other trends, and to protect investment to the extent reasonable and feasible.

As shown in Figure IV.G-1 on page IV.G-12, the land use designation of the Project Site is Highway Oriented Commercial for the Hollywood Lot and High Medium Residential for the Carlton Lot. The Project's consistency with the applicable goals, objectives, and policies in the Community Plan adopted for the purpose of avoiding or mitigating an environmental impact is discussed below. A detailed list of the goals, objectives, and policies of the Community Plan applicable to the Project is provided in Table 5 of Appendix G of this Draft EIR, along with an analysis of the Project's consistency with each particular goal, objective, or policy.

(vii) Hollywood Community Plan Update

The City of Los Angeles Department of City Planning is currently updating the Hollywood Community Plan. On May 3, 2023, the City Council adopted the Hollywood Community Plan Update (HCPU).⁷ However, the City attorney must review and finalize the implementing ordinances before they can be considered for final adoption by the City Council. The Hollywood Community Plan Update proposes updates to land use policies and

⁶ On May 3, 2023, the Los Angeles City Council adopted the Hollywood Community Plan Update. Following adoption of the updated Hollywood Community Plan, the implementing ordinances will be reviewed and finalized by the City Attorney, to ensure clarity of regulations and consistency with state law, which can take approximately six months to a year. After this process is complete, the updated Hollywood Community Plan will be brought into effect by the City Council.

⁷ The City Council also recommended an amendment requested in the motion from Council District 13 (Soto-Martinez) and a follow up report requested in the motion from Council District 4 (Raman). Information on the adopted Plan, amendment, and reports is available at <https://planning.lacity.org/plans-policies/community-plan-update/hollywood-community-plan-update#about>.



LEGEND

RESIDENTIAL

- High Medium Residential
- High Density Residential
- Medium Residential

COMMERCIAL

- Highway Oriented Commercial
- Regional Center Commercial

OPEN SPACE / PUBLIC FACILITIES

- Public Facilities

Figure IV.G-1

Land Use Designations for the Project Site and Vicinity

maps that would primarily increase the commercial and residential development potential in and near the Regional Center Commercial portion of the Community Plan area and along selected corridors in the Community Plan area. Corresponding decreases in development potential would be primarily focused on low- to medium-scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods.

(viii) Hollywood Redevelopment Plan

Redevelopment Plans outline a community vision and revitalization opportunities within specific neighborhoods across the City. Each Redevelopment Project Area has a unique set of land use restrictions designed specifically to enhance the quality of life for the community. The Hollywood Redevelopment Plan (Redevelopment Plan) was adopted by the City Council on May 7, 1986, and amended on May 20, 2003, to support the California Community Redevelopment Law and, as such, was designed to improve economically and socially disadvantaged areas, redevelop or rehabilitate under- or improperly utilized properties, eliminate “blight,” and improve the public welfare.⁸

On December 29, 2011, the California Supreme Court issued its decision in the *California Redevelopment Association v. Matosantos* case, which involved challenging the constitutionality of ABX1 26, the bill that dissolved all redevelopment agencies in California. The decision upheld ABX1 26, which, therefore, led to the dissolution of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA). The dissolution of the agencies became effective in February 2012. ABX1 26, however, did not dissolve adopted redevelopment plans. Therefore, the Redevelopment Plan and its requirements for development within the Redevelopment Project Area are still in effect.

As the City initially elected not to become the successor agency to the CRA/LA, a Designated Local Authority (DLA) was formed and the Governor of California appointed its three-member board to wind down the operations of the former CRA/LA. From 2012 to 2019, the DLA implemented and enforced the requirements of the Redevelopment Plan. On November 11, 2019, Ordinance No. 186,325 became effective, which transferred the DLA’s land use authority under the redevelopment plans to the City’s Department of City Planning and established a process by which the Department of City Planning would review projects for consistency with applicable redevelopment plan regulations.

According to the Redevelopment Plan, Community, Highway Oriented and Neighborhood Office Commercial Uses shall generally provide goods and services and not

⁸ *Community Redevelopment Agency of the City of Los Angeles, Redevelopment Plan for the Hollywood Redevelopment Project, as first amended on May 20, 2003 (Ordinance No. 175,236).*

exceed an FAR of 3:1. In addition, Highway Oriented Commercial uses shall conform to the following criteria:

- 1) Promote community revitalization;
- 2) Conform with the goals and objectives of the Plan;
- 3) Be compatible with the adjacent residential uses and neighborhood;
- 4) Include, but not be limited to, neighborhood oriented uses, such as professional offices, institutional uses, food markets, laundries, dry cleaners, pharmacies and other neighborhood retail or service businesses.
- 5) Permit limited ancillary manufacturing or assembly when goods produced are sold at retail on premises and not more than five (5) persons are engaged in non-retail activities.⁹

(b) Los Angeles Municipal Code

All development activity on the Project Site is subject to the City of Los Angeles Municipal Code (LAMC), particularly Chapter 1, General Provisions and Zoning, also known as the City of Los Angeles Planning and Zoning Code. The LAMC defines the range of zoning classifications throughout the City, provides the specific permitted uses applicable to each zoning designation, and applies development regulations to each zoning designation.

(c) Citywide Design Guidelines

The Citywide Design Guidelines serve to implement the General Plan Framework Element's urban design principles and are intended to be used by City of Los Angeles Department of City Planning staff, developers, architects, engineers, and community members in evaluating project applications, along with relevant policies from the Framework Element and Community Plans. By offering more direction for proceeding with the design of a project, the Citywide Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design. The Citywide Design Guidelines, which were initially adopted by the City Planning Commission in July 2013 and updated in October 2019, are intended as performance goals and not zoning regulations or development standards and, therefore, do not supersede regulations in the LAMC. The guidelines "carry out the common design objectives that maintain neighborhood form and character while promoting quality design and creative infill development solutions" and are organized in relation to Pedestrian-First Design, 360 Degree Design, and Climate-Adapted Design. The Citywide

⁹ *Community Redevelopment Agency of the City of Los Angeles, Hollywood Redevelopment Plan, May 20, 2003.*

Design Guidelines incorporate the goals of the previous Walkability Checklist and interact with other guidelines, such as those found in Community Design Overlays.

(d) Hollywood Signage Supplemental Use District

The HSSUD is an overlay district related to signage. An overlay is an additional layer of planning control applied to properties in a clearly defined geographic area. Overlays function as tailored zoning districts, each with its own specialized set of regulations. Overlays implement the City's General Plan and Community Plans through neighborhood-specific policy objectives, supplementing the underlying base zoning. Projects located in an overlay must demonstrate compliance with all applicable regulations. The Project Site is located within the HSSUD, which was last amended by Ordinance No. 181,340. Signage within the HSSUD is subject to special regulations formed to promote the continuing contribution of signage to the distinctive aesthetic of the HSSUD and to eliminate visual clutter and other undesirable effects created by poorly placed, badly designed signs throughout Hollywood. The HSSUD includes provisions that promote signage that coordinates with the structure on which it is located, reflects the image of Hollywood, complements and protects character-defining features of historic buildings, limits visual clutter, protects street views and scenic vistas of the Hollywood Sign and the Hollywood Hills, protects and enhances major commercial corridors and properties, and enhances the community environment.¹⁰ The regulations set forth in the HSSUD are in addition to those set forth in the LAMC. However, where provisions set forth in the HSSUD regarding sign types, sign height, sign area, number of signs, sign dimensions, sign content, etc., are more restrictive or permissive than would be allowed pursuant to the LAMC, the HSSUD supersedes the applicable provisions of the LAMC.

b. Existing Conditions

(1) Project Site

The Project Site is currently occupied primarily by an automotive dealership for Toyota that includes a showroom, parts storage structure, auto repair facility with five service bays, and surface parking. The existing structures total approximately 31,833 square feet. Vehicular access to the Project Site is currently available via driveways along Hollywood Boulevard. Pedestrian access to the Hollywood Lot is currently provided along Hollywood Boulevard, and pedestrian access to the Carlton Lot is currently provided along Carlton Way.

Landscaping within the Project Site includes ornamental trees and shrubs. A total of 33 trees were identified within and surrounding the Project Site, including 15 on-site trees and 18 street trees. Street trees and trees within the Project Site consist of various non-

¹⁰ *Hollywood Signage Supplemental Use District, Ordinance No. 181,340, updated November 17, 2010.*

native species, including one Chinese pistache, two pink trumpet trees, three Canary Island pine trees, three Indian laurel fig trees, three saucer magnolia trees, four southern magnolia trees, seven Mexican fan palm trees, and 10 evergreen pear trees. None of the on-site or off-site trees are considered to be protected by the City of Los Angeles Protected Tree and Shrubs Ordinance No. 186,873.

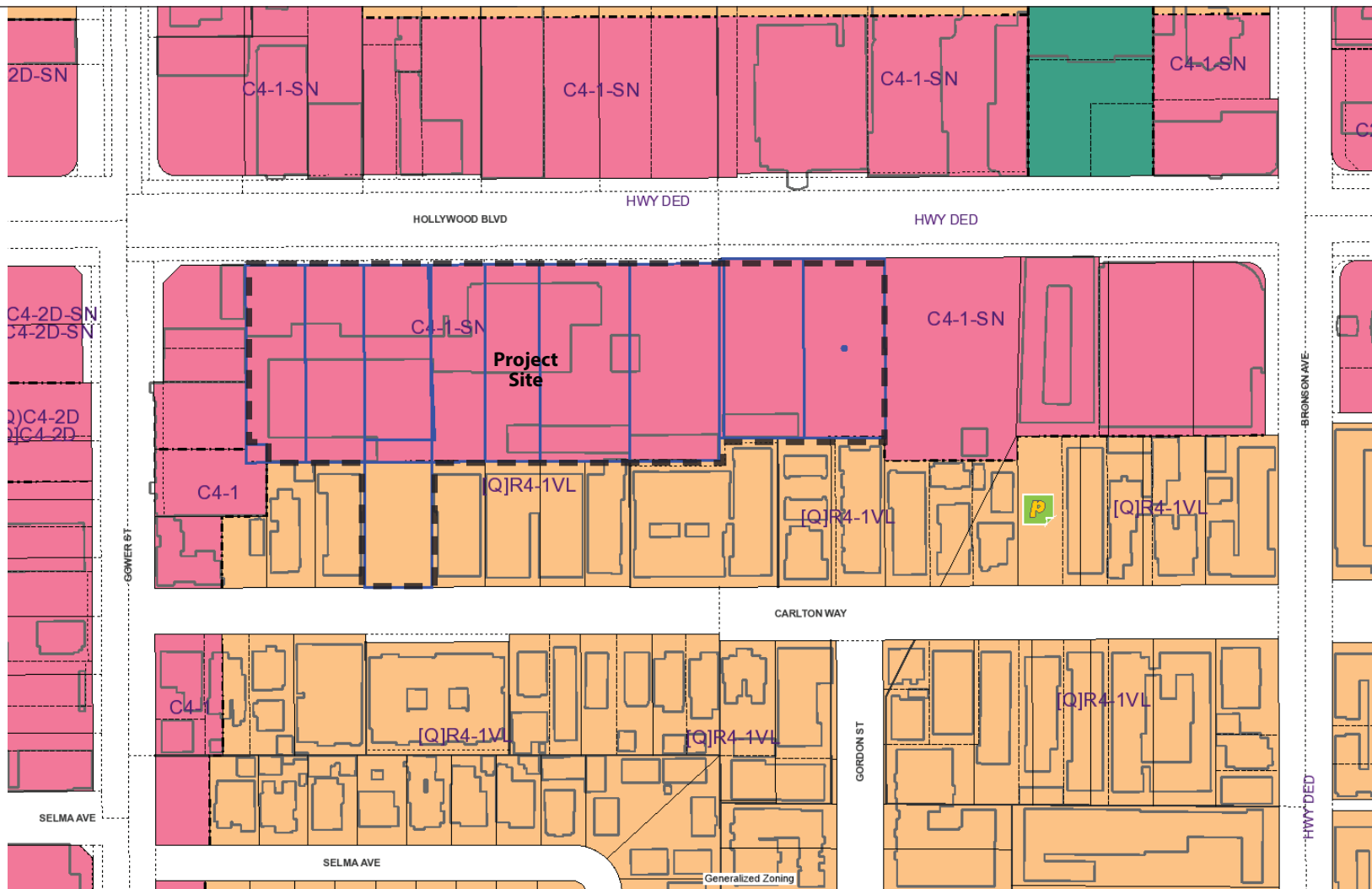
As shown in Figure IV.G-2 on page IV.G-17, the Hollywood Lot on the Project Site is zoned C4-1-SN (Commercial zone, Height District 1, Hollywood Signage Supplemental Use District). Pursuant to the LAMC, the C4 Zone permits a wide array of land uses including commercial, office, residential, retail, and hotel uses. Height District 1, in conjunction with the C4 Zone, typically does not impose a maximum building height limitation and permits a maximum 1.5:1 FAR. The SN designation indicates that these parcels are located within the HSSUD and subject to its provisions and regulations.

The Carlton Lot on the Project Site is zoned [Q]R4-1VL (Qualified Conditions, Multiple Dwelling zone, Height District 1 Very Limited). Pursuant to the LAMC, the R4 Zone permits any use permitted in the R3 Multiple Dwelling Zone, churches, childcare facilities or nursery schools, schools, museums or libraries, accessory uses and home occupations, retirement hotels, and accessory buildings. Height District 1 Very Limited imposes a maximum building height of 45 feet. The Q Condition limits density to one dwelling unit per 600 square feet of lot.

(2) Surrounding Uses

The area surrounding the Project Site is highly urbanized and includes a mix of low- to mid-rise buildings containing a variety of uses, including a myriad of dining, entertainment, commercial, and residential uses. The surrounding properties are generally zoned for C4 commercial use or R4 multiple dwelling residential use, consistent with the zoning of the Project Site.

To the north of the Project Site, across Hollywood Boulevard, are several commercial uses in one- and two-story structures. Specifically, at the northeast corner of Hollywood Boulevard and Gower Street is a two-story strip mall that includes several restaurants/fast food places, convenience store, personal care, and other uses, and a surface parking lot. To the east of the commercial strip mall across Hollywood Boulevard from the Project Site are a two-story office building with surface parking that contains a social services group and nurse practitioner, among other uses; a one-story building that contains a recording studio; a two-story night club that features electronic music concerts; two large surface parking lots; another nightclub, Florentine Gardens LA; and a Salvation Army facility. To the immediate east of the Hollywood Lot are a surface parking lot; a hostel with dorm rooms and activities; and a two-story building with commercial uses and a storage facility. To the west of the Hollywood Lot are two one-story commercial structures and surface parking.



LEGEND

GENERALIZED ZONING

- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP

Figure IV.G-2
Existing and Proposed Zoning

South of the Hollywood Lot—and to the east of the Carlton Lot—are several multi-family apartment buildings, in which some commercial uses are mixed; to the west of the Carlton Lot are a multi-family apartment building, the Shir Hashirim Montessori School, and a two-story office building and associated surface parking. Multi-family apartment buildings are also located across the Carlton Lot on the south side of Carlton Way.

A wide range of iconic entertainment, cultural, and employment locations are within a 0.5-mile radius of the Project Site. These include the Hollywood Walk of Fame (approximately 225 feet), the Fonda Theater (approximately 350 feet), Amoeba Music (approximately 0.25 mile), the Capitol Records Building (approximately 0.4 mile), and Netflix and the Sunset Bronson Studios (approximately 0.25 mile).

3. Project Impacts

a. Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project would have a significant impact related to land use if it would:

Threshold (a): Physically divide an established community; or

Threshold (b): Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

For this analysis, the Appendix G thresholds listed above are relied upon. The analysis utilizes factors and considerations identified in the City's 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G threshold questions.

The L.A. CEQA Thresholds Guide identifies the following factors to evaluate impacts related to land use consistency:

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site; and
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

As discussed further below, the Initial Study prepared for the Project, included as Appendix A of this Draft EIR, determined that the Project would result in a less-than-significant impact related to the Project's potential to physically divide an established

community (Threshold (a)), and concluded that further analysis of this issue was not required in the EIR. Therefore, the analysis under Threshold (a) below is a summary of the analysis in the Initial Study for this issue.

b. Methodology

The determination of consistency with applicable land use policies and ordinances is based upon a review of the previously identified planning and zoning documents that were adopted to mitigate or avoid an environmental effect. CEQA Guidelines Section 15125(d) requires that an EIR discuss any inconsistencies with applicable plans. A conflict between a project and an applicable plan is not necessarily a significant impact under CEQA unless the inconsistency will result in an adverse physical change to the environment that is a “significant environmental effect” as defined by CEQA Guidelines Section 15382. Specifically, as provided in Continuing Education of the Bar, Practice Under the California Environmental Quality Act, Section 12.34:

... [I]f a project affects a river corridor, one standard for determining whether the impact is significant might be whether the project violates plan policies protecting the corridor; the environmental impact, however, is the physical impact on the river corridor.

Analysis of conflicts and consistency with applicable plans is included in this section of the Draft EIR. Under State Planning and Zoning law (Government Code Section 65000, et seq.), strict conformity with all aspects of a plan is not required. Generally, plans reflect a range of competing interests, and agencies are given great deference to determine consistency with their own plans. As discussed in the Office of Planning and Research (OPR) State of California General Plan Guidelines (2017), a proposed project should be considered consistent with a general plan or elements of a general plan if it furthers one or more policies and does not obstruct other policies. More specifically, a project is considered consistent with the provisions and general policies of an applicable City or regional land use plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. Further, according to the ruling in *Sequoiah Hills Homeowners Association v. City of Oakland*, State law does not require an exact match between a project and the applicable general plan. Rather, to be “consistent,” the project must be “compatible with the objectives, policies, general land uses, and programs specified in the applicable plan,” meaning that a project must be in “agreement or harmony” with the applicable land use plan to be consistent with that plan, but need not be in perfect conformity with every plan policy.¹¹

¹¹ *Sequoiah Hills Homeowners Association v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.

c. Project Design Features

No specific project design features are proposed with regard to land use and planning.

d. Analysis of Project Impacts

Threshold (a): Would the Project physically divide an established community?

As discussed in Section VI, Other CEQA Considerations, of this Draft EIR, and evaluated in the Initial Study for the Project, which is included as Appendix A of this Draft EIR, the Project would not divide an established community. As previously discussed, the Project Site is located within the highly urbanized Hollywood Community Plan area and is currently occupied by Toyota of Hollywood. The area surrounding the Project Site is highly urbanized and includes a mix of low- to mid-rise buildings containing a variety of uses. The Project proposes the development of new residential uses, commercial office uses, and retail uses. These uses would be consistent with other developments located adjacent to and in the general vicinity of the Project Site. Additionally, all proposed development would occur within the boundaries of the Project Site and would not include the closure of any surrounding travel routes. Furthermore, the Project does not propose a freeway or other large infrastructure that could divide the existing surrounding community. Access to all surrounding properties would continue to be available upon buildout of the Project. **Therefore, as determined in the Initial Study, the Project would not physically divide an established community. As such, impacts with respect to Threshold (a) would be less than significant. No further analysis is required.**

Threshold (b): Would the Project conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

(1) Impact Analysis

(a) Consistency with Regional Plans

The Project's general consistency with the applicable goals, objectives, and policies set forth in the 2024–2050 RTP/SCS is discussed in detail in Table 1 in Appendix G of this Draft EIR. Specifically, the Project would support the 2024–2050 RTP/SCS policy to encourage residential and employment development in areas surrounding existing and planned transit/rail stations. The Project would develop a new mixed-use Project comprised of residential and commercial uses. The Project Site is located within a designated Transit Priority Area (TPA) and is well-served by a variety of public transit options along Hollywood Boulevard. Specifically, transit options include the Metro B Line Hollywood/Vine Station, located approximately 0.25 mile west of the Project Site, several Metro bus lines along Hollywood Boulevard, and the LADOT DASH Hollywood route. Furthermore, the Project

would support the 2024–2050 RTP/SCS policy to reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts. As evaluated in Sections IV.A, Air Quality, and IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project would result in less than significant impacts related to air quality and greenhouse gas (GHG) emissions during construction and operation. As identified in Section II, Project Description, of this Draft EIR the Project would be designed and constructed to incorporate environmentally sustainable building features equivalent to certification under the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED®) Rating System for new construction, and environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen Code. These standards would reduce energy and water usage and waste and, thereby, potentially reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The Project would incorporate sustainability features for alternative, low-carbon modes of transportation, such as a protected bicycle storage facility and electric vehicle charging infrastructure. The Project would also incorporate water conservation features through low-water use plant selections and ultra-low flow indoor water fixtures. Additionally, the Project would include exterior and interior lighting that would meet the requirements of the California Energy Commission Building Energy Efficiency Standards—Title 24, version 2022 and the National Electrical Code. The Project would also comply with City Ordinance No. 187,714, which requires all newly constructed buildings to be all electric (with exceptions provided for commercial restaurants, laboratory, and research and development uses).¹² Therefore, the Project would not conflict with the applicable policies of the 2024–2050 RTP/SCS adopted specifically to mitigate or avoid an environmental impact.

(b) Consistency with Local Plans

As discussed above, various local plans and regulatory documents guide development of the Project Site. The following discussion addresses the Project’s consistency with the requirements and policies of the General Plan Framework Element, Housing Element, Conservation Element, Mobility Plan 2035, Hollywood Community Plan, Hollywood Redevelopment Plan, the LAMC, the Citywide Design Guidelines, and the HSSUD that were specifically adopted for the purpose of avoiding or mitigating an environmental effect. The Project’s general consistency with the applicable goals, objectives, and policies adopted for the purpose of avoiding or mitigating an environmental effect set forth in the local plans and regulatory documents applicable to the Project Site is discussed in detail in Appendix G of this Draft EIR. Provided below is a general discussion

¹² As set forth in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project would include Project Design Feature GHG-PDF-1 prohibiting the use of natural gas during Project operations, excluding restaurant cooking equipment.

of whether the Project would conflict with any applicable goals, objectives, and policies adopted for the purpose of avoiding or mitigating an environmental effect.

(i) City of Los Angeles General Plan

(1) Framework Element

(a) Land Use Chapter

The Framework Element's Land Use Chapter establishes districts, centers and mixed-use boulevards which are categorized by uses, density, and characteristics. Within the Land Use Chapter, the Project would support the City's Objective to accommodate a diversity of uses by redeveloping the Project Site with a new mixed-use development that would include new residential, office, retail, and restaurant uses. The proposed uses would provide new housing and job opportunities and support the needs of existing and future residents and businesses of the City and Hollywood Community Plan area. The Project would also support the City's objective to 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. The Project would similarly support the City's policy to encourage the provision of development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations. The Project supports this vision of development by locating a new mixed-use development that would include multi-family residential uses, office uses, and retail and restaurant uses along a primary transportation corridor and within a Transit Priority Area where the Project Site is well-served by a variety of public transit options along Hollywood Boulevard. Specifically, transit options in the vicinity of the Project Site include the Metro B Line Hollywood/Vine Station, located approximately 0.25 mile west of the Project Site, several Metro bus lines along Hollywood Boulevard, and the LADOT DASH Hollywood route. The Project would also include short-term and long-term bicycle parking spaces to support the residential and commercial uses. Locker rooms and showers would also be provided beside the long-term bicycle parking area and bike racks would be provided on all frontages of the Project Site. Pedestrian access to the Project Site would be provided at several access points along Hollywood Boulevard and one along Carlton Way. Overall, as detailed in Table 1 of Appendix G of this Draft EIR, the Project would not conflict with the applicable goals, objectives, and policies set forth in the Framework Element's Land Use Chapter adopted for the purpose of avoiding or mitigating an environmental effect.

(b) Housing Chapter

The Framework Element's Housing Chapter presents an overview of the critical issues related to housing in Los Angeles and provides goals to guide future actions and policies to address housing issues. The Project would support the City's objective to encourage the location of new multi-family housing in proximity to transit stations through the development of 350 multi-family residential units, including 44 very low income units, on a Project Site that

is well-served by a variety of transit options, including the Metro B Line Hollywood/Vine Station, located approximately 0.25 miles west of the Project Site, several Metro bus lines along Hollywood Boulevard, and the LADOT DASH Hollywood route. The Project would be located along Hollywood Boulevard, a high activity corridor lined with restaurants, retail, commercial, entertainment, and other residential uses. While the area immediately surrounding the Project Site is generally characterized by low to mid-rise buildings, the Hollywood neighborhood continues to undergo changes to the development landscape, including the introduction of taller buildings with a variety of uses. Therefore, the Project would not conflict with the applicable goals, objectives, and policies set forth in the Framework Element's Housing Chapter adopted for the purpose of avoiding or mitigating an environmental effect.

(c) Urban Form and Neighborhood Design Chapter

The Framework element defines "urban form" as (a) the "general pattern of building height and development intensity" and (b) the "structural elements" that define the City physically, such as natural features, transportation corridors (including the planned fixed rail transit system), open space, public facilities, as well as activity centers and focal elements. "Neighborhood design" is defined as the physical character of neighborhoods and communities within the City. The Project would support the City's objective of enhancing the livability of all neighborhoods by replacing an underutilized automobile-oriented use and site with a new mixed-use development that would include multi-family residential uses (350 units), office uses, retail uses, and restaurant uses. In addition, the Project would be designed and constructed to incorporate environmentally sustainable building features equivalent to certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) Rating System for new construction, and environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen Code. The Project's sustainability features would improve the quality of the public realm by promoting healthy living and encouraging the continued use of environmentally friendly building features. Furthermore, the Project would also improve the quality of the public realm by incorporating numerous on-site common and private open space amenities. The Project would provide common open space at the ground level that could be publicly accessible during daytime hours in the form of gardens, courtyards, and terraces. The Project would also be designed with numerous security features that would support the City's objective of encouraging proper design and effective use of the built environment to help increase personal safety at all times of the day. The proposed signage would also be designed in compliance with the provisions and regulations set forth by the HSSUD to promote signage that coordinates with the structure on which it is located, reflects the image of Hollywood, and enhances the community environment. Overall, the uses and improvements proposed by the Project would enhance the quality of the Project Site and the area in the vicinity of the Project Site and the public realm. Therefore, the Project would not conflict with the applicable goals, objectives, and policies set forth in the Framework

Element's Urban Form and Neighborhood Design Chapter adopted for the purpose of avoiding or mitigating an environmental effect.

(d) Open Space and Conservation Chapter

The Framework Element's Open Space and Conservation Chapter contains goals, objectives, and policies for the provision, management, and conservation of the City's open space resources as well as to address the outdoor recreation needs of the City's residents. The Project would consider as part of the City's open space inventory, privately-owned commercial open spaces that are accessible to the public. As described in Section II, Project Description, of this Draft EIR, the Project would provide common open space at the ground level that could be publicly accessible during daytime hours in the form of gardens, courtyards, and terraces. The Project's open space would include 23,526 square feet of publicly accessible privately owned open space. The primary public open space amenity would be a landscaped and paved central plaza along Hollywood Boulevard, which would include access to retail, outdoor dining, and terrace stairs that provide additional gathering space, as well as access to a landscaped upper plaza and residential garden walk. Furthermore, the Project would not conflict with the public and private open space system because it would not encroach upon existing open space. Therefore, the Project would not conflict with the applicable goals, objectives, and policies set forth in the Framework Element's Open Space and Conservation Chapter adopted for the purpose of avoiding or mitigating an environmental effect.

(e) Economic Development Chapter

The Framework Element's Economic Development Chapter contains goals, objectives, and policies that are designed to facilitate business retention and job growth in a variety of ways, including but not limited to providing appropriate sites and infrastructure to accommodate future commercial and industrial growth, and focusing the City's economic development efforts to more effectively utilize available resources. The Project would support the City's objective to establish a balance of land uses through the development of a mixed-use Project comprised of residential, office, restaurant, and retail uses in an area well-served by public transit. The proposed uses would help contribute to the employment base of the Community Plan area, help meet the needs of local residents, and foster continued economic investment. The Project would also support the City's objective to 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 by providing 350 residential units, including 44 units designated for very low income household occupancy, in an area well-served by public transit, as detailed above. Thus, the Project would not conflict with the applicable goals, objectives, and policies set forth in the Framework Element's Economic

Development Chapter adopted for the purpose of avoiding or mitigating an environmental effect.

(f) Infrastructure and Public Services Chapter

The Framework Element's Infrastructure and Public Services Chapter contains goals, objectives, and policies that are designed to seek solutions to public infrastructure and services. The Project would support the City's policy and objectives pertaining to effective and efficient approaches to protecting water quality by implementing a Storm Water Pollution Prevention Plan (SWPPP) as required under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. As part of the SWPPP, the Project would implement best management practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in stormwater runoff. During operation, the Project would include BMPs in accordance with the City's LID Ordinance to control and treat stormwater runoff in compliance with LID. As evaluated in the Initial Study prepared for the Project, included in Appendix A of this Draft EIR, the Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals or strategies. In addition, 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 2020 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. The Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Furthermore, as evaluated in Section IV.L.2, Utilities and Service Systems—Wastewater, of this Draft EIR, there is adequate treatment capacity to serve the Project's projected wastewater demand in addition to existing and future LASAN commitments. Therefore, the Project would not conflict with the applicable goals, objectives, and policies set forth in the Framework Element's Infrastructure and Public Services Chapter adopted for the purpose of avoiding or mitigating an environmental effect.

(g) Conclusion

Based on the analysis above, the Project would not conflict with the relevant goals, objectives, and policies of the Framework Element adopted specifically to mitigate or avoid an environmental impact.

(2) Mobility Plan 2035

The Project's general consistency with the applicable goals, objectives and policies set forth in the Mobility Plan adopted for the purpose of avoiding or mitigating an environmental effect is discussed in Table 2 of Appendix G of this Draft EIR. Specifically, the Project would support the City's policy to provide for safe passage of all modes of travel during construction by preparing a Construction Traffic Management plan pursuant to Project

Design Feature TR-PDF-1 that would incorporate safety measures around the construction site to reduce the risk of pedestrian activity near the work area, minimize the potential conflicts between construction activities, street traffic, transit stops, and pedestrians; and reduce congestion to public streets and highways.

The Project would ensure high quality pedestrian access by providing a variety of open space areas throughout the Project Site and incorporating pedestrian safety features to provide a safe and comfortable walking environment. The Project would also recognize all modes of travel by providing adequate vehicular and pedestrian access and providing bicycle facilities. Specifically, pedestrian access to the Project Site would be provided at several access points around along Hollywood Boulevard and one along Carlton Way. The three primary buildings, including a six-story office and retail building (Building A) and a 35-story residential tower (Building B) located on the Hollywood Lot, and a four-story residential building (Building C) located on the Carlton Lot, would provide entry lobbies; restaurant and retail spaces would be provided at the ground level to invite pedestrians into the Project Site. Bicycle access would occur via the pedestrian access points and three driveways along Hollywood Boulevard. Additionally, the Project would include 63 short-term bicycle parking spaces on the ground level and 202 long-term bicycle parking spaces within the subterranean parking garage. Locker rooms and showers would also be provided adjacent to the long-term bicycle parking area, and bike racks would be provided on all frontages of the Project Site. The Project would also incorporate common open space at the ground level that would be publicly accessible during daytime hours in the form of gardens, courtyards, and terraces. The primary public open space amenity would be a landscaped and paved central plaza along Hollywood Boulevard, which would include access to retail, outdoor dining, and terrace stairs that provide additional gathering space as well as access to a landscaped upper plaza and residential garden walk, which would promote walkability and pedestrian circulation. In addition, the proposed driveways would be designed consistent with LADOT standards and ADA requirements. Therefore, as detailed in Table 2 of Appendix G of this Draft EIR, the Project would not conflict with the applicable goals, objectives, and policies set forth in the Mobility Plan adopted specifically to mitigate or avoid an environmental impact.

(3) General Plan Conservation Chapter

As outlined above, the City of Los Angeles General Plan includes a Conservation Element, which addresses the preservation, conservation, protection, and enhancement of the City's natural resources. Section 3 of the Conservation Element recognizes the City's responsibility for identifying and protecting its archaeological and paleontological sites. As discussed in Section IV.B, Cultural Resources—Archaeological Resources, of this Draft EIR, with implementation of Mitigation Measure CUL-MM-1, potential impacts to archaeological resources would be less than significant. As discussed in Section IV.D, Geology and Soils—Paleontological Resources, of this Draft EIR, with implementation of Mitigation Measures

GEO-MM-1 through GEO-MM-4, impacts to paleontological resources would be less than significant.

Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. As discussed in the Initial Study, which is included as Appendix A of this Draft EIR, the Project Site is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, and/or as a local (City of Los Angeles) Historic-Cultural Monument (HCM) or Historic Preservation Overlay Zone (HPOZ). With regard to surrounding historic resources, there is one designated historic resource and three eligible historic resources. The one designated historical resource is the Hawaii Theatre (now Salvation Army Tabernacle), a former theater building located at 5941 W. Hollywood Boulevard, across the street from the Project Site. The three eligible historic resources consist of the Celia Kreutzer Apartments, located to the south of the Project Site, the Palms Grill (now Salvation Army Hollywood Weingart Youth Center), and Florentine Gardens event venue located across the street from the Project Site. The Project would be constructed within the boundaries of the Project Site, which does not include any historical resources and, as such, would not directly affect any on-site historical resources. In addition, the historical resources located in the vicinity of the Project Site would retain their current status and would not be affected by the Project in a manner that would alter their significance and designation as historical resources. Accordingly, the Project would not directly impact any historical resources located in the vicinity of the Project Site. Therefore, the Project would not conflict with the Conservation Element.

(4) General Plan Housing Element

The Project's consistency with the applicable policies set forth in the Housing Element of the General Plan is discussed in detail in Table 3 of Appendix G of this Draft EIR. The Project would support the City's objective to promote new multi-family housing, particularly affordable and mixed-income housing, in areas near transit, jobs, and higher opportunity areas to facilitate a jobs-housing balance, help shorten commutes, and reduce GHG emissions by providing a variety of housing types (i.e., studio, one-, two-, and three-bedroom units) in an area that is pedestrian-friendly and served by public transit. As previously discussed, the Project would provide 350 multi-family residential units, including 44 units designated for very low income household occupancy, located in close proximity to a variety of jobs and services and in an area that is well-served by a variety of public transit options along Hollywood Boulevard. The proposed residential uses would also be compatible with the surrounding residential uses located in the vicinity of the Project Site. Specifically, the Project Site is located along Hollywood Boulevard, which in this location is designated as a Mixed-Use Boulevard. The Project is designed to respond to the context of the surrounding neighborhood, which includes a mix of low- to mid-rise buildings containing a variety of uses, including a myriad of dining, entertainment, commercial, and residential uses. The Project would introduce a high-density, mixed-use, transit- and pedestrian-oriented development in

proximity to off-site services, shopping, amenities, entertainment, and transit, in a location envisioned for such uses. In particular, the Hollywood neighborhood continues to undergo changes to the development landscape, including the introduction of taller buildings with a variety of uses. The Project would also support the City's policy to develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements. The Project would include energy conservation, water conservation, alternative transportation programs, a pedestrian- and bicycle-friendly site design, and waste reduction measures. Therefore, the Project would not conflict with the applicable goals, objectives, and policies set forth in the Housing Element adopted specifically to mitigate or avoid an environmental impact.

(5) Health and Wellness Element

The Health and Wellness Element includes the goal to promote a healthy built environment by encouraging the design of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials, and universal accessibility using existing tools, practices, and programs. The Project would support this goal as it would be designed and constructed to incorporate environmentally sustainable building features equivalent to LEED certification for new construction and environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen Code. The Project would incorporate sustainability features for alternative, low-carbon modes of transportation, such as a protected bicycle storage facility and electric vehicle charging infrastructure. The Project would also incorporate water conservation features through low-water use plant selections and ultra-low flow indoor water fixtures. Additionally, the Project would include exterior and interior lighting that would meet Title 24 requirements. The Project would also incorporate numerous on-site common and private open space and recreational areas, including a landscaped and paved central plaza along Hollywood Boulevard, which would include access to retail, outdoor dining, and terrace stairs that provide additional gathering space, a landscaped upper plaza, and residential garden walk. Pedestrian access to the Project Site would be provided at several access points along Hollywood Boulevard and one along Carlton Way. Furthermore, the three primary buildings would provide entry lobbies and restaurant and retail spaces at the ground level to invite pedestrians into the Project Site, which would encourage walkability and promote health.

The Health and Wellness Element also includes a policy to reduce air pollution from stationary and mobile sources, protect human health and welfare, and promote improved respiratory health. The Project Site is well-served by a variety of public transit options along Hollywood Boulevard. In addition, the Project would include 63 short-term bicycle parking spaces on the ground level and 202 long-term bicycle parking spaces within the subterranean parking garage. Locker rooms and showers would also be provided adjacent to the long-term bicycle parking area, and bike racks would be provided on all frontages of

the Project Site. Furthermore, the Project would provide parking spaces prewired to support future EVCS, as well as parking spaces equipped with EVCS. The Project Site's close proximity to transit as well as the provision of bicycle parking spaces and EVCS parking spaces would promote alternative modes of transportation, which would serve to reduce air pollution and improve health. Therefore, the Project would not conflict with the applicable goals set forth in the Health and Wellness Element adopted for the purpose of avoiding or mitigating an environmental effect.

(6) Hollywood Community Plan

The Project's consistency with the applicable goals, objectives, and policies set forth in the Hollywood Community Plan is discussed in detail in Table 5 of Appendix G of this Draft EIR. Specifically, the Project would support the City's objective to provide adequate supporting public services and utilities, to coordinate the phasing of public facilities with private development, and to encourage open space and parks in both local neighborhoods and in high density areas. As discussed in Section IV.I.1, Public Services—Fire Protection; Section IV.I.2, Public Services—Police Protection; Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure; and Section IV.L.2, Utilities and Service Systems—Wastewater, 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, the utilities serving the Project Site would have capacity to serve the Project. The Project would further support the Community Plan's objective to encourage open space by incorporating numerous on-site common and private open space and recreational amenities. Specifically, the Project would include a total of 42,602 square feet of open space, including 23,526 square feet of publicly accessible privately owned open space and 19,076 square feet of private open space, which would reduce the potential for additional demand to be placed on public parks and open space in high density areas. Furthermore, the Project's proximity to existing transit infrastructure, provision of bicycle parking spaces, and design features that promote walkability would ensure compatibility with the existing transportation and circulation system by encouraging alternative modes of transportation, which would support the Community Plan's objective to encourage the expansion and improvement of public transportation service.

(ii) Hollywood Redevelopment Plan

The Project Site is currently designated as Highway Oriented Commercial by the Redevelopment Plan. As previously discussed, Highway Oriented Commercial Uses shall generally provide goods and services and not exceed a FAR of 3.1. Thus, the types of land uses proposed by the Project would be consistent with the existing Highway Oriented Commercial land use designation. In addition, Highway Oriented Commercial uses shall conform to the criteria identified above in Subsection 3(a)(vii) of the Regulatory Framework.

The Project Site is located within the boundaries of the Hollywood Redevelopment Plan, which establishes a base FAR limit of 3:1 for all development with a land use designation of Highway Oriented Commercial. The Project would conform with Criteria 1 and 4 of the Hollywood Redevelopment Plan as it would replace an existing aging and underutilized automobile-oriented use with a new 501,185-square-foot mixed-use development that would include new multi-family residential, office, retail, and restaurant floor area across multiple structures that would be integrated with public and private open space. As previously described, the area surrounding the Project Site is highly urbanized and includes a mix of low- to mid-rise buildings containing a variety of uses, including commercial retail, office, and surface parking lots. The Project would include a 35-story residential building with 265 units. While the area immediately surrounding the Project Site is generally characterized by low- to mid-rise buildings, the Hollywood neighborhood continues to undergo changes to the development landscape, including the introduction of taller buildings with a variety of uses. In addition, the proposed uses described above would be consistent with the commercial, retail, and office uses surrounding the Project Site. As such, the Project would support Criterion 3 as the Project would introduce land uses that would be compatible with the surrounding commercial and residential uses. Furthermore, the Project is seeking a Density Bonus Compliance Review with Incentives as permissible by and pursuant to State law. Based on the analysis above, the Project would not conflict with the Redevelopment Plan.

(iii) Los Angeles Municipal Code

As previously discussed, the Hollywood Lot is zoned C4-1-SN (Commercial zone, Height District 1, Hollywood Signage Supplemental Use District). Pursuant to the LAMC, the C4 Zone permits a wide array of land uses, including commercial, office, residential, retail, and hotel uses. The Carlton Lot is zoned [Q]R4-1VL (Qualified Conditions, Multiple Dwelling zone, Height District 1 Very Limited). Pursuant to the LAMC, the R4 Zone permits any use permitted in the R3 Multiple Dwelling Zone, churches, childcare facilities or nursery schools, schools, museums or libraries, accessory uses and home occupations, retirement hotels, and accessory buildings. As previously described, the Project would include multi-family residential, office, retail, and restaurant uses. Therefore, the proposed uses would not conflict with the existing uses permitted within the Project Site.

With regard to the Hollywood Lot, Height District 1, in conjunction with the C4 Zone, typically does not impose a maximum building height limitation and permits a maximum 1.5:1 FAR. The SN designation indicates that these parcels are located within the HSSUD and are subject to its provisions and regulations. With regard to the Carlton Lot, Height District 1 Very Limited imposes a maximum building height of 45 feet. The Q Condition within the Carlton Lot limits density to one dwelling unit per 600 square feet of the lot. Pursuant to LAMC Section 12.22 A.25 and State Law, the Project would seek a Density Bonus Compliance Review for a project totaling 350 dwelling units, including 44 dwelling units for

very low income household occupancy, with the following two On-Menu Incentives: (1) an FAR increase on the Hollywood Lot from 1.5:1 to 3:1 and on the Carlton Lot from 3:1 to 4.05:1 under LAMC Section 12.22 A.25(f)(4), and (2) FAR, density, parking, open space, vehicle parking averaging across the entire property. LAMC Section 12.21 G requires open space for new developments with six or more dwelling units. Per LAMC Section 12.21 G, there shall be 100 square feet of open space provided for each residential unit having less than three habitable rooms; 125 square feet of open space provided for each residential unit containing three habitable rooms; and 175 square feet of open space provided for each residential unit containing more than three habitable rooms. The Project is required to provide a minimum of 37,850 square feet of open space. The Project would exceed the LAMC open space requirement by including a total of 42,602 square feet of open space, including 23,526 square feet of publicly accessible, privately owned open space and 19,076 square feet of private open space. The Project would provide common open space at the ground level that would be publicly accessible during daytime hours in the form of gardens, courtyards, and terraces. The primary public open space amenity would be a landscaped and paved central plaza along Hollywood Boulevard, which would include access to retail, outdoor dining, and terrace stairs that provide additional gathering space as well as access to a publicly accessible landscaped upper plaza and residential garden walk. Interior common areas would include resident amenities such as a pool, deck, fitness areas, game rooms, lounges and meeting rooms. Additional common area opens spaces would be provided in gardens and terraces throughout the Project Site. The residential townhome buildings could also include rooftop open spaces, privately accessible from within each building. The Project would include 88 on-site trees in compliance with the LAMC planting requirement of 1 tree per 4 units. Furthermore, the Project would provide parking spaces prewired to support future EVCS as well as parking spaces equipped with EVCS. The Project would also include 63 short-term and 202 long-term bicycle parking spaces in accordance with LAMC Section 12.21 A.16(a)(2). Lastly, all Project lighting would comply with applicable LAMC lighting standards. Based on the above, with approval of the requested discretionary actions outlined in Section II, Project Description, of this Draft EIR, the Project would not conflict with applicable provisions of the LAMC. As such, the Project would not cause a significant environmental impact due to a conflict with the applicable provisions of the LAMC adopted for the purpose of avoiding or mitigating an environmental effect.

(iv) Citywide Design Guidelines

The Citywide Design Guidelines establish 10 guidelines to carry out the common design objectives that maintain neighborhood form and character while promoting quality design and creative infill development solutions. Although each of the Citywide Design Guidelines should be considered in a project, not all will be appropriate in every case, as discussed below.

Guideline 1: Promote a safe, comfortable and accessible pedestrian experience for all

The Project would maintain existing sidewalks surrounding the Project Site that would provide safe and comfortable access to the Project Site. The Project would also incorporate pedestrian safety features along all driveways to minimize pedestrian-vehicular conflicts. The Project would also include designated drop off areas, which are designed to allow safe drop off onto the Project Site, rather than the street. Overall, these Project elements would promote a safe, comfortable, and accessible pedestrian experience for all. Thus, the Project would not conflict with this guideline.

Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience

Vehicular access to the Project Site would be concentrated along Hollywood Boulevard, where current access to the Project Site exists and where three driveways are proposed. Pedestrian access to the Project Site would be provided at several access points along Hollywood Boulevard and one along Carlton Way. The Project would also incorporate pedestrian safety features along all driveways to minimize pedestrian-vehicular conflicts. The Project would also include designated drop off areas, which are designed to allow safe drop off onto the Project Site, rather than the street. Thus, the Project would not conflict with this guideline.

Guideline 3: Design projects to actively engage with streets and public space and maintain human scale

The Project has been designed to actively engage with surrounding streets, primarily Hollywood Boulevard, which is the Project Site's frontage. Specifically, as described in Section II, Project Description, of this Draft EIR, the Project would provide common open space at the ground level that could be publicly accessible during daytime hours in the form of gardens, courtyards, and terraces. The primary public open space amenity would be a landscaped and paved central plaza along Hollywood Boulevard, which would include access to retail, outdoor dining, and terrace stairs that provide additional gathering space, as well as access to a landscaped upper plaza and residential garden walk. In addition, the Project would plant new street trees along the perimeter of the Project Site. Furthermore, the three primary buildings would provide entry lobbies, and restaurant and retail spaces would be provided at the ground level to invite pedestrians into the Project Site. Overall, the Project would be designed to actively engage with streets and public space and maintain human scale. Thus, the Project would not conflict with this guideline.

Guideline 4: Organize and shape projects to recognize and respect surrounding context

The area surrounding the Project Site is highly urbanized and includes a mix of low- to mid-rise buildings containing a variety of uses, including a myriad of dining, entertainment, commercial, and residential uses. The Project would include a 35-story residential building

with 265 units. While the area immediately surrounding the Project Site is generally characterized by low- to mid-rise buildings, the Hollywood neighborhood continues to undergo changes to the development landscape, including the introduction of taller buildings with a variety of uses. Furthermore, the proposed buildings on the Project Site would be arranged in such a way that would complement the scale and distribution of land uses within the surrounding area. Specifically, the proposed commercial uses would be primarily located on Hollywood Boulevard, and the four-story residential building located on the Carlton Lot would complement the lower-scale buildings adjacent to the Project Site. In addition, the proposed uses would be consistent with the commercial, retail, and office uses surrounding the Project Site. Thus, the Project would not conflict with this guideline.

Guideline 5: Express a clear and coherent architectural idea

As discussed in Section II, Project Description, of this Draft EIR, the Project is designed in a contemporary architectural style with three primary buildings, parking podium and 11 low-rise structures dispersed throughout the Project Site between the three primary buildings.

The low-rise structures, ranging from two to three stories above the podium, would be located in between the three primary buildings. All of the proposed buildings would be connected through a series of landscaped and hardscape open space areas across two levels that would include landscaped pedestrian walkways and plazas. The Project's façade materials would include metal wall panels, glass fiber cement boards, and other paneling systems. Overall, the Project would provide a modernized architectural development with buildings of various scales that would be compatible with the surrounding area and contribute to the revitalization of Hollywood. Thus, the Project would not conflict with this guideline.

Guideline 6: Provide amenities that support community building and provide an inviting, comfortable user experience

As previously described above, the Project would introduce a new mixed-use development that would provide additional housing opportunities with neighborhood-serving retail and restaurant uses and open space, including private open space for residents and public open space that would be accessible to the surrounding community. Specifically, as described in Section II, Project Description, of this Draft EIR, the Project would provide a total of 42,602 square feet of open space, including 23,526 square feet of publicly-accessible privately-owned open space and 19,076 square feet of private open space. The Project would provide common open space at the ground level that could be publicly-accessible during daytime hours in the form of gardens, courtyards, and terraces. The primary public open space amenity would be a landscaped and paved central plaza along Hollywood Boulevard, which would include access to retail, outdoor dining, and terrace stairs that provide additional gathering space, as well as access to a landscaped upper plaza and residential garden walk. In addition, the three primary buildings would provide entry lobbies,

and restaurant and retail spaces would be provided at the ground level to invite pedestrian into the Project Site. The Project would also maintain existing sidewalks surrounding the Project Site that would provide safe and comfortable pedestrian experience to and from the Project Site. Thus, the Project would not conflict with this guideline.

Guideline 7: Carefully arrange design elements and uses to protect site users

The Project would be implemented within the existing boundaries of the Project Site and would not introduce new features that would pose hazards to site users. Internal to the Project Site, pedestrian walkways would be provided along all driveways and pedestrian-safety features would be incorporated at entrances/exits to minimize pedestrian-vehicular conflicts. The Project would also include designated drop off areas which are designed to allow safe drop off onto the Project Site, rather than the street. As discussed in Section IV.I.2, Public Services—Police Protection, of this Draft EIR, pursuant to Project Design Feature POL-PDF-1, the Applicant would implement temporary security measures during construction, including security fencing, lighting, and locked entry to secure the Project Site during construction. Furthermore, pursuant to Project Design Features POL-PDF-2 through POL-PDF-6, the Project would include numerous operational design features to enhance safety within and immediately surrounding the Project Site. Thus, the Project would not conflict with this guideline.

Guideline 8: Protect the site's natural resources and features

The Project Site is located in an urbanized area and is currently occupied primarily by an automotive dealership that includes a showroom, parts storage structure, auto repair facility with five service bays, and surface parking. Landscaping within the Project Site includes ornamental trees and landscaping. A total of 33 trees were identified within and surrounding the Project Site, including 15 on-site trees and 18 street trees. Street trees and trees within the Project Site consist of various non-native species, including one Chinese pistache, two pink trumpet trees, three Canary Island pine trees, three Indian laurel fig trees, three saucer magnolia trees, four southern magnolia trees, seven Mexican fan palm trees, and 10 evergreen pear trees. None of the on-site or off-site trees are considered to be protected by the City of Los Angeles Protected Tree and Shrub Regulations (Ordinance No. 186,873). As part of the Project, the existing 33 trees within and surrounding the Project Site would be removed. In accordance with City requirements, non-protected tree species located on site would be replaced at a 1:1 ratio, and street trees would be replaced at a 2:1 ratio. Thus, the Project would not conflict with this guideline.

Guideline 9: Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users

The proposed site layout, building massing and orientation would lower energy demand while increasing the comfort and well-being of users. The Project would include a

landscaped and paved central plaza along Hollywood Boulevard with access to retail, outdoor dining, and terrace stairs that provide additional gathering space as well as access to a publicly accessible landscaped upper plaza and residential garden walk, which together would maximize user access to air and natural light. The added greenery of the Project's landscaped outdoor areas would also contribute to the reduction of the urban heat island effect in the surrounding area, as well as provide additional open space in the neighborhood.

The Project would be designed to incorporate environmentally sustainable building features equivalent to LEED certification for new construction and construction protocols required by the Los Angeles Green Building Code and CALGreen Code. These standards would reduce energy and water usage and waste and, thereby, potentially reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. Thus, the Project would not conflict with this guideline.

Guideline 10: Enhance green features to increase opportunities to capture stormwater and promote habitat

As discussed in the Initial Study, included as Appendix A of this Draft EIR, the Project would include best management practices (BMPs) to treat a "first flush" volume of runoff equal to the greater of an 85th Percentile 24-hour or 0.75-inch rainfall event in accordance with the City's Low Impact Development (LID) Ordinance. With implementation of BMPs, the Project would not increase the rate of or amount of surface runoff from the Project Site. The Project would include a variety of landscaped public open space areas, including a landscaped and paved central plaza along Hollywood Boulevard including access to retail, outdoor dining, and terrace stairs that provide additional gathering space as well as access to a publicly accessible landscaped upper plaza and residential garden walk, which would increase opportunities to capture stormwater. The Project is located in an urbanized area and there are no opportunities to create natural habitat. Therefore, the Project would not conflict with this guideline.

In conclusion, the Project would not conflict with applicable Citywide Design Guidelines adopted for the purpose of avoiding or mitigating an environmental effect.

(v) Hollywood Signage Supplemental Use District

As previously discussed, the Project Site is located within the HSSUD. Project signage would include a central identity sign and various general wayfinding and retail signs typically associated with a mixed-use project. All proposed on-site signage would fit within the permitted area per each sign type, the combined area of all signs, and the permitted sign location pursuant to the LAMC and the HSSUD, as applicable. Therefore, the Project would be consistent with the applicable signage requirements in the HSSUD.

(c) Conclusion

Based on the analysis above and in Appendix G of this Draft EIR, the Project would not conflict with policies, plans, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. As such, impacts would be less than significant.

(2) Mitigation Measures

The Project's impact related to conflicts with applicable land use plans would be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Project-level impacts related to conflicts with land use plans were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

e. Cumulative Impacts

(1) Impact Analysis

As indicated in Section III, Environmental Setting, of this Draft EIR, a total of 15 related projects have been identified in the vicinity of the Project Site. The related projects comprise a variety of uses, including apartments, condominiums, restaurants, office space, institutional uses, and retail uses, as well as mixed-use developments incorporating some or all of these elements. The related projects generally consist of infill development and redevelopment of existing uses, which are encouraged by the land use policies for the Project Site vicinity. Furthermore, the related projects and the Project would increase employment opportunities in the Project Site vicinity, concentrate development near public transit, provide needed housing and amenities, and activate the surrounding area, consistent with local and regional goals and objectives. As with the Project, the related projects would be required to comply with relevant land use policies and regulations through review by City regulatory agencies and would be subject to CEQA review. Lastly, the related Projects and the Project would include uses similar to and compatible with the mix of land uses surrounding the Project Site. **Therefore, overall cumulative impacts related to conflicts with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant.**

(2) Mitigation Measures

Cumulative impacts related to land use and planning would be less than significant. Thus, no mitigation would be necessary.

(3) Level of Significance After Mitigation

Cumulative impacts related to land use and planning would be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.