

# **Appendix G**

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## Land Use Tables

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**Table 1**  
**Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy**

Goals/Policies	Would the Project Conflict?
<p><b>Policy 03:</b> Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).</p> <p><b>Policy 04:</b> Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking).</p>	<p><b>No Conflict.</b> Although these policies apply at a regional level, Project development would support SCAG’s and the City’s goals to develop Complete Streets. The Project would be implemented within an existing urbanized area served by an established network of roads and freeways that provide local and regional access to the area, including the Project Site, and that include pedestrian amenities (sidewalks and crosswalks) as well as bicycle amenities. The design of the Project would comply with all City access and circulation requirements, which may affect public ROWs, including proper driveway alignment, sidewalk widths, and design that would not hinder sight distance, mobility, or accessibility.</p> <p>Adjacent to the Project Site, Hollywood Boulevard is designated as part of the Pedestrian Enhanced Districts (PED), Bicycle Enhanced Network (BEN), and Transit Enhanced Network (TEN) within the Mobility Plan. In August 2023, LADOT launched the Hollywood Boulevard Safety and Mobility Project to improve traffic safety and accessibility on Hollywood Boulevard between Gower Street and the intersection of Sunset Boulevard and Fountain Avenue. At the same time, Council District 13 and the Bureau of Engineering are leading a separate but related effort to implement protected bike lanes and other streetscape improvements on Hollywood Boulevard between La Brea Avenue and Gower Street, which was announced as the Access to Hollywood Project in March 2024. The latest conceptual design of the Hollywood Boulevard Safety and Mobility Project is to install a protected bike lane in each direction on Hollywood Boulevard between Gower Street and the intersection of Sunset Boulevard and Fountain Avenue. Additionally, it proposes to reduce the number of travel lanes from two to one in each direction along the majority of Hollywood Boulevard, except for the stretch between Bronson Avenue and Van Ness Avenue, where two lanes will be retained in each direction. The transition from two lanes to one will begin west of Bronson Avenue and merge into one lane in each direction in front of the Project Site. Phase I of the Hollywood Boulevard Safety and Mobility Project was</p>

**Table 1 (Continued)**  
**Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy**

Goals/Policies	Would the Project Conflict?
	<p>implemented in July 2024, which included installation of a protected bike lane in each direction, maintained two travel lanes in the westbound direction, converted the eastbound direction to one travel lane, and installed on-street parking. The Project would not conflict with these improvements or any implementation of future projects in the public right-of-way (ROW) of Hollywood Boulevard.</p> <p>In addition, the Project would provide bicycle parking for employees, residents, and visitors, thereby promoting public and active transportation modes. The Project would also include the development of a mix of residential, office, and commercial uses in close proximity to a number of public transportation options, thereby encouraging the use of alternative modes of transportation available in the vicinity of the Project Site. Based on the above, the Project would support the development of Complete Streets in the region, and the Project would not conflict with these policies.</p>
<p><b>Policy 05:</b> Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and late-mile delivery.</p> <p><b>Policy 07:</b> Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety.</p>	<p><b>No Conflict.</b> As discussed above for Policies 03 and 04, the Project would support the development of Complete Streets in the region. In addition, the Project would not alter surrounding streets in a manner that would preclude or conflict with the City’s plans to improve the performance and reliability of the existing adjacent roadway network, including implementation of new technologies or devices.</p> <p>The Project Site is located within a City-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 miles west of the Project Site, several Metro bus lines along Hollywood Boulevard, and the LADOT DASH Hollywood route. Access to nearby bus stops would be maintained with safe and convenient paths of travel from the Project Site. Accordingly, the Project would support first/last mile connections from public transit facilities surrounding the Project Site to the Project Site.</p> <p>The Project would further encourage sustainable transportation by providing on-site bicycle parking facilities and amenities and separate pedestrian entries, both of which would promote active transportation modes, such as biking and walking.</p> <p>The above features would all support multi-modal connectivity and access for transit riders, and the Project would not conflict with these policies</p>

**Table 1 (Continued)**  
**Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy**

Goals/Policies	Would the Project Conflict?
<p><b>Policy 09:</b> Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.</p>	<p><b>No Conflict.</b> The Project would develop a new mixed-use Project comprised of residential and commercial uses. As previously discussed, the Project Site is located within a designated 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 miles west of the Project Site, several Metro bus lines along Hollywood Boulevard, and the LADOT DASH Hollywood route. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 14:</b> Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.).</p> <p><b>Policy 15:</b> Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors.</p>	<p><b>No Conflict.</b> Though the Project is not a transportation project, it would not interfere with these policies to reduce single-occupancy vehicle travel. As discussed in Section IV.J, Transportation, of this Draft EIR, the Project’s mix of high-density residential uses, office space, and commercial uses located in proximity to transit would encourage ridesharing and use of alternative mobility modes, including walking and bicycling. The Project would also incorporate the required TDM measures in its design to comply with the City’s TDM Ordinance to encourage use of alternative transportation modes and reduce single-occupancy vehicle use. Therefore, the Project would not conflict with these policies.</p>
<p><b>Policy 17:</b> Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region.</p>	<p><b>No Conflict.</b> As described above for Policies 05 and 07, the Project would not alter surrounding streets in a manner that would preclude or conflict with the City’s plans to improve the performance and reliability of the existing adjacent roadway network, including implementation of new technologies or devices. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 22:</b> Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system.</p>	<p><b>No Conflict.</b> As discussed in Section IV.J, Transportation, of this Draft EIR, the City’s Vision Zero is a traffic safety policy that promotes strategies to eliminate transportation-related collisions that result in severe injury or death. Vision Zero has identified the High Injury Network (HIN), a network of streets included based on collision data for the last five years, where strategic investments by LADOT will have the biggest impact in reducing death and severe injury. Streets identified in the HIN in the vicinity of the Project Site include portions of Franklin Avenue, Yucca Street, Hollywood Boulevard, Selma Avenue, Sunset Boulevard, Wilton Place, and Vine Street.</p> <p>The Project proposes to replace the existing mid-block signalized pedestrian crossing on Hollywood Boulevard with two crossings with pedestrian signal control, which would improve pedestrian safety and convenience. Based on LADOT’s proposed Vision Zero projects list, there is a</p>

**Table 1 (Continued)**  
**Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy**

Goals/Policies	Would the Project Conflict?
	<p>proposed Vision Zero project which would add buffered bicycle lanes along Hollywood Boulevard. In addition, another proposed Vision Zero project is the Grant Elementary School Project (located approximately 0.6 mile southeast of the Project Site), which would enhance the safety and comfort of routes to/from school with an emphasis on children walking and bicycling to school. The Project would not interfere with implementation of the Vision Zero Action Plan or these improvement plans. Additionally, the Project's design and operation would not interfere with the implementation of future Vision Zero improvements along Hollywood Boulevard. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 32:</b> Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities.</p> <p><b>Policy 33:</b> Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled.</p> <p><b>Policy 34:</b> Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV dependency and vehicle miles traveled.</p>	<p><b>No Conflict.</b> The Project would include 350 new multi-family residential units that would provide a range of housing opportunities, including 52 studio units, 212 one-bedroom units, 73 two-bedroom units, 13 three-bedroom units; and 44 units that would be designated for very low income household occupancy. The proposed residential units would be located within a designated TPA that 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 miles west of the Project Site, several Metro bus lines along Hollywood Boulevard, and the LADOT DASH Hollywood route. Furthermore, the Project would implement TDM strategies that encourage the use of transit and other alternative modes of transportation. The development of the Project in an area with convenient access to public transit and providing opportunities for walking and biking would reduce single-occupancy vehicle trips to the Project Site and VMT per capita. Therefore, the Project would not conflict with these policies.</p>
<p><b>Policy 35:</b> Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region.</p>	<p><b>No Conflict.</b> As discussed above, the Project would include 350 new multi-family residential units that would provide a range of housing opportunities, including 52 studio units, 212 one-bedroom units, 73 two-bedroom units, 13 three-bedroom units; and 44 units that would be designated for very low income household occupancy. The Project would be developed on an urban infill site within a highly urbanized area in close proximity to services, shopping, and other amenities. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 36:</b> Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities.</p>	<p><b>No Conflict.</b> The Project would develop housing in an area served by a variety of public transit options along Hollywood Boulevard, including the Metro B Line Hollywood/Vine Station, located approximately 0.25 miles west of the Project Site, several Metro bus lines along</p>

**Table 1 (Continued)**  
**Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy**

Goals/Policies	Would the Project Conflict?
	Hollywood Boulevard, and the LADOT DASH Hollywood route. Furthermore, the Project would enhance pedestrian activity by providing 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. Such improvements would enhance the pedestrian environment and promote walkability. Therefore, the Project would not conflict with this policy.
<b>Policy 37:</b> Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region.	<b>No Conflict.</b> As previously discussed, the Project would include 350 new multi-family residential units that would provide a range of housing opportunities, including 52 studio units, 212 one-bedroom units, 73 two-bedroom units, 13 three-bedroom units; and 44 units that would be designated for very low income household occupancy. As such, the Project would provide much needed housing, including affordable housing units to support local, regional, state and federal efforts and would meet additional housing needs across the region. Therefore, the Project would not conflict with this policy.
<b>Policy 42:</b> Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home as places that result in fewer and shorter trips because of the proximity to complementary land uses.	<b>No Conflict.</b> The Project would include a mix of high-density residential uses, office space, and commercial uses within a highly urbanized area of the City and in close proximity to other residential uses, an employment base within Hollywood, destinations, and other neighborhood services in a transit-rich area. Accordingly, the Project would not conflict with this policy.
<b>Policy 48:</b> Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.  <b>Policy 49:</b> Support communities across the region to advance innovative sustainable development practices.	<b>No Conflict.</b> 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

**Table 1 (Continued)**  
**Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy**

Goals/Policies	Would the Project Conflict?
	<p>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). Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 51:</b> Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.</p> <p><b>Policy 53:</b> Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.</p>	<p><b>No Conflict.</b> 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. In addition, as described above, 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. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 58:</b> Prioritize climate mitigation, adaptation, resilience and economic benefits of natural and agricultural lands in the region.</p> <p><b>Policy 59:</b> Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding.</p>	<p><b>No Conflict.</b> The Project Site is located within an urbanized area. The Project Site does not contain any large expanses of open space or natural resources. As discussed in the Initial Study included as Appendix A of this Draft EIR, the Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland or Farmland of Statewide Importance by the California Department of Conservation. Furthermore, no vegetation, riparian, or other sensitive natural community, or agricultural uses or operations exist on-site or in the vicinity of the Project Site. The Project would not conflict with these policies.</p>

**Table 1 (Continued)**  
**Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy**

Goals/Policies	Would the Project Conflict?
<p><b>Policy 65:</b> Support local and regional climate and hazard planning implementation efforts for transportation, land use, and other factors.</p>	<p><b>No Conflict.</b> As discussed in Section IV.J, Transportation, of this Draft EIR, the Project’s design does not include hazardous geometric design features. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves, and the development of the Project would not result in roadway alterations, such that hazards would be introduced adjacent to the Project Site. In addition, as previously described above, the Project would not preclude the implementation of any future City improvements surrounding the Project Site. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 67:</b> Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.</p>	<p><b>No Conflict.</b> As evaluated in the Water Supply Assessment (WSA) prepared by LADWP and as evaluated in Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, LADWP’s current and projected available water supplies for normal, single-dry, and multiple-dry years would be sufficient to meet the Project’s water demand in addition to the existing and planned future water demands within LADWP’s service area through the year 2045. Furthermore, the Project’s demand would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Additionally, as discussed in the WSA and Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, the Project includes water conservation measures in excess of code requirements as part of its commitment to LADWP. These conservation measures are included in the Project as Project Design Feature WAT-PDF-1. These measures include, but are not limited to, non-residential lavatory faucets with a flow rate of 0.35 gallon per minute, or less; residential showerheads with a flow rate of 1.75 gallons per minute, or less; micro irrigation, and zoned irrigation. Therefore, the Project would not conflict with this policy.</p>
<p>Source: <i>Eyestone Environmental, 2024.</i></p>	



**Table 2**  
**Applicable Goals, Objectives, and Policies of the General Plan Framework Element**

Objective/Policy	Would the Project Conflict?
<b>Land Use Chapter</b>	
<p><b>Goal 3A:</b> A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.</p> <p><b>Objective 3.1:</b> Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.</p>	<p><b>No Conflict.</b> The Project Site is currently occupied primarily by an automotive dealership. The Project would redevelop the Project Site with a new mixed-use development that would include new residential, office, retail, and restaurant uses which would provide new housing and job opportunities and support the needs of existing and future residents and businesses of the City.</p> <p>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 would incorporate sustainability features for alternative, low-carbon modes of transportation, such as protected bicycle storage facility and electric vehicle charging infrastructure. In addition, the Project would incorporate numerous on-site common and private open space and recreational amenities. The Project Site is located in a Transit Priority Area (TPA) and 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. These features of the Project would serve to reduce associated greenhouse gas emissions (GHG) and help minimize the impact on natural resources and infrastructure. As such, the Project would support the needs of existing and future residents, businesses, and visitors in a transit-oriented mixed-use neighborhood of the City. The Project would not conflict with this goal or objective.</p>
<p><b>Policy 3.1.1:</b> Identify areas on the Long-Range Land Use Diagram and in the community Plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.</p>	<p><b>No Conflict.</b> The Project is a mixed-use development inclusive of 342,643 square feet of residential uses (350 units), 136,000 square feet of office uses, 18,004 square feet of retail, 4,038 square feet of restaurant uses, and 500 square feet of support uses. These uses would be consistent with the surrounding dining, entertainment, commercial, and residential uses and would support the needs of existing and future residents, businesses, and visitors of the Hollywood community, as well as provide job opportunities in the community. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 3.1.2:</b> Allow for the provision of sufficient public infrastructure and services to</p>	<p><b>No Conflict.</b> While this policy refers to the citywide provision of public infrastructure, as discussed in Section</p>

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

Objective/Policy	Would the Project Conflict?
<p>support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.</p>	<p>IV.I, Public Services and in Section IV.L, Utilities and Service Systems, of this Draft EIR, and the Initial Study included in Appendix A of this Draft EIR, the Project would not require the construction of a new fire station or police station or the expansion of an existing facility in order to maintain the existing level of service. In addition, public utility providers would have capacity to serve the Project. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 3.1.3:</b> Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.</p>	<p><b>No Conflict.</b> While this policy relates to the citywide provision of open space, the Project would incorporate numerous on-site common and private open space and recreational amenities. 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. 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. Interior common areas would include resident amenities, such as a pool deck, view deck, fitness areas, game rooms, lounges, and meeting rooms. Additional common area open spaces would be provided in gardens and terraces throughout the Project Site. The Project's open space would serve to reduce the demand on park and recreational facilities in the vicinity of the Project Site, thereby reducing impacts to neighborhood parks and recreational facilities. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 3.1.4:</b> Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.</p>	<p><b>No Conflict.</b> The Project Site is located on Hollywood Boulevard, which in this location is identified as a Mixed-Use Boulevard on the General Plan Framework's Long Range Land Use Diagram for the City's Metro area. As provided in the Land Use Diagram, a Mixed-Use Boulevard is a corridor designed to be appropriate for a mix of housing and commercial uses. Mixed-use is encouraged along mixed-use boulevards at a scale, density, and height of development compatible with nearby residential neighborhoods. Generally, different types of Mixed-Use Boulevards will fall within a range of floor area ratios from 1.5:1 up to 4:1 and be generally characterized by one- and two-story commercial structures, up to three- to six-story mixed use buildings between centers and higher buildings within centers. Mixed-Use Boulevards are served by a variety of transportation facilities.</p>

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

Objective/Policy	Would the Project Conflict?
	<p>As discussed in Section II, Project Description, of this Draft EIR, the Project would include 342,643 square feet of residential uses (350 units), 136,000 square feet of office uses, 18,004 square feet of retail, 4,038 square feet of restaurant uses, and 500 square feet of support uses. The proposed uses would be provided within a 35-story residential building, a six-story office building, and 11 townhome style structures. Upon completion, the Project would comprise a total floor area of 501,185 square feet with an overall floor area ratio of 3.08:1. 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. 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. Furthermore, 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. As such, the Project would be consistent with the type of use, intensity, height, and proximity to transit envisioned for a Mixed-Use Boulevard. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 3.1.9:</b> Assure that fair treatment of people of all races, cultures, incomes, and education levels with respect to the development, implementation and enforcement of environmental laws, regulations, and policies, including affirmative efforts to inform and involve environmental groups, especially environmental justice groups, in early planning stages through notification and two-way communication.</p>	<p><b>No Conflict.</b> Pursuant to CEQA, the City of Los Angeles and the Project Applicant have engaged with the community throughout the planning and environmental review process. In accordance with CEQA Guidelines Section 15082, a Notice of Preparation (NOP) of a Draft EIR was prepared to provide the public, nearby residents and property owners, responsible agencies, and other interested parties with information regarding the Project and its potential environmental effects. Public comments on this Draft EIR will also be received and a public hearing will be scheduled after the completion of the Final EIR. Thus, the Project does not conflict with this policy.</p>
<p><b>Objective 3.2:</b> Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.</p>	<p><b>No Conflict.</b> The Project Site is located in a TPA and 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</p>

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

Objective/Policy	Would the Project Conflict?
<p><b>Policy 3.2.1:</b> Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially serve adjacent neighborhoods, and existing or potential public transit corridors and stations.</p> <p><b>Policy 3.2.2:</b> Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.</p> <p><b>Policy 3.2.3:</b> Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.</p>	<p>Hollywood Boulevard, and the LADOT DASH Hollywood route. The Project would include 63 short-term bicycle parking spaces on the ground level and 202 long-term bicycle parking spaces located 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 Site's close proximity to transit as well as the inclusion of bicycle parking spaces and amenities would help to promote the use of alternative modes of transportation, thereby facilitating a reduction in VMT and associated air pollution. 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. In addition, the Project would be designed such that entrances to and exits from buildings, open spaces around buildings, and pedestrian walkways would be open and in view of surrounding sites. Buildings and walkways would be properly lit in order to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. The Project Site is located on 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. Therefore, the Project would not conflict with this objective or policies.</p>
<p><b>Policy 3.2.4:</b> Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.</p>	<p><b>No Conflict.</b> The Project would include 342,643 square feet of residential uses (350 units), 136,000 square feet of office uses, 18,004 square feet of retail, 4,038 square feet of restaurant uses, and 500 square feet of support uses. The proposed uses would be provided within a 35-story residential building, a six-story office building, and 11 townhome style structures. Upon completion, the Project would comprise a total floor area of 501,185 square feet with an overall floor area ratio of 3.08:1. 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. While the area</p>

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

Objective/Policy	Would the Project Conflict?
	<p>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 Project would enhance the character of the surrounding commercial area by providing a variety of open space areas 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. Therefore, the Project would not conflict with this policy.</p>
<p><b>Objective 3.3:</b> Accommodate projected population and employment growth within the City and each community plan area for the provision of adequate supporting transportation and utility infrastructure and public services.</p>	<p><b>No Conflict.</b> As detailed in the Initial Study, included in Appendix A of this Draft EIR, the Project's population and employment growth would be within SCAG's population, housing, and employment projections for the City of Los Angeles Subregion. These projections serve as the basis for the Framework Element's demographics projections and planned provisions of transportation and utility infrastructure and public services. In addition, 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; Section IV.L.2, Utilities and Service Systems—Wastewater; and Section IV.L.3, Utilities and Service Systems—Energy Infrastructure, and the Initial Study included in Appendix A of this Draft EIR, agencies providing public services and utilities to the Project Site would have capacity to serve the Project. Therefore, the Project would provide adequate utilities and transportation infrastructure, and the Project would not conflict with this objective.</p>
<p><b>Objective 3.4:</b> Encourage new multi-family residential, retail, commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.</p> <p><b>Policy 3.4.1:</b> Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of</p>	<p><b>No Conflict.</b> The Project would provide a new mixed-use development that would introduce new residential, office, retail, and restaurant uses along Hollywood Boulevard, a primary boulevard and transit corridor designated as a Mixed Use Boulevard, as illustrated in Figure 3-1 of the General Plan Framework Long-Range Land Use Diagram. Because the Project would be developed on an infill site that already comprises commercial uses in a highly urbanized area within a TPA in close proximity to transit, the Project would be consistent with the land uses planned for the Project Site by the Framework Element, be compatible with the surrounding land uses, and conserve existing neighborhoods. Therefore, the Project would not conflict with this objective and policy.</p>

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

Objective/Policy	Would the Project Conflict?
<p>neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.</p>	
<p><b>Goal 3C:</b> Multi-family neighborhoods that enhance the quality of life for existing and future residents.</p> <p><b>Objective 3.7:</b> Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.</p>	<p><b>No Conflict.</b> The Project would include 350 new multi-family residential units that would provide a range of housing opportunities, comprising 52 studio units, 212 one-bedroom units, 73 two-bedroom units, and 13 three-bedroom units in an established multi-family residential neighborhood served by a variety of transit options. In addition, the Project would provide a variety of open space areas on the ground floor of the Project Site as well as streetscape improvements that would improve the pedestrian environment and enhance the quality of life. Furthermore, the Project would provide high-density multi-family residential uses on a site already served by public infrastructure and services. As such, the Project would promote the stability and enhancement of multi-family residential developments and would represent growth in an area where there is sufficient public infrastructure and services such that the residents' quality of life in the area would be maintained or improved. Therefore, the Project would not conflict with this goal and objective.</p>
<p><b>Policy 3.7.1:</b> Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans.</p>	<p><b>No Conflict.</b> In accordance with the land use standards and typical characteristics set forth in Table 3-1 for the Mixed-Use Boulevard designation, the Project would provide a new mixed-use development comprised of new residential, commercial, and retail uses. The proposed uses would be provided within a six-story, 113-foot office and retail building (height of 120 feet with mechanical) along the northwest portion of the Project Site; a 35-story, 404-foot residential tower (419 feet with mechanical) along the northeast portion of the Project Site that would contain 265 residential units; 11 low-rise structures dispersed throughout the Project Site and ranging from two to three stories; and a four-story, 44.5-foot residential building located entirely on the Carlton Lot that would contain 46 units. Upon completion, the Project would comprise a total floor area of 501,185 square feet with an overall FAR of 3.08:1. The Project would be consistent with the range of floor area ratios, heights, and land use characteristics of Mixed-Use Boulevards as set forth in Table 3-1. The Project is requesting a Density Bonus Compliance Review pursuant to LAMC Section 12.22 A 25 to increase the maximum allowable residential density under the applicable zoning to allow for the development of 350 residential units.</p>

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

Objective/Policy	Would the Project Conflict?
	As such, the Project would be consistent with the ordinance densities indicated in Table 3-3. Therefore, the Project would not conflict with this policy.
<p><b>Policy 3.7.4:</b> Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.</p>	<p><b>No Conflict.</b> As discussed in Section II, Project Description, of this Draft EIR, the Project Site is currently occupied by an automotive dealership that includes a showroom, parts storage structure, auto repair facility with five service bays, and surface parking. The Project would replace the existing automotive dealership and surface parking on the Project Site with a mixed-use development that will comprise 501,185 square feet of new residential, commercial, and retail floor area across multiple structures that would be integrated with public and private open space. The Project would upgrade the quality of development and improve the quality of the public realm by incorporating numerous on-site common and private open space amenities as well as streetscape improvements. Refer to Objective 5.5 and Objective 5.9 further below in this table under the discussion of the Framework Element’s Urban Form and Neighborhood Design Chapter. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 3.10.3:</b> Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity, in accordance with Pedestrian-Oriented Policies 3.16.1 through 3.16.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.</p>	<p><b>No Conflict.</b> 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 publicly accessible landscaped upper plaza and residential garden walk. The Project’s proposed open space areas would enhance the physical environment, thereby promoting pedestrian activity and linkages with the surrounding area. The Project would concentrate active commercial and public uses along the main arterial roadway (Hollywood Boulevard) while siting residential uses along the rear and side streets adjacent to existing residential neighborhoods, which would help to provide adequate transitions with the surrounding residential uses. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 3.10.4:</b> Provide for the development of public streetscape improvements, where appropriate.</p>	<p><b>No Conflict.</b> The Project would incorporate new street trees and any other necessary improvements along Hollywood Boulevard, to the satisfaction of the Bureau of Engineering. In addition, the primary public open space amenity would be a landscaped and paved central plaza along Hollywood Boulevard, which would further enhance the streetscape along this street frontage. Therefore, the Project would not conflict with this policy.</p>

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

Objective/Policy	Would the Project Conflict?
<p><b>Policy 3.10.5:</b> Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.</p>	<p><b>No Conflict.</b> Refer to the discussion for Policy 3.1.3 above.</p>
<p><b>Objective 3.13:</b> Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public services.</p>	<p><b>No Conflict.</b> The Project is a new mixed-use development that would include new residential, office, retail, and restaurant uses along Hollywood Boulevard. The Project Site is well served by a variety of transit options, including 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 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. Therefore, the Project would not conflict with this objective.</p>
<p><b>Policy 3.13.1:</b> Encourage the development of commercial uses and structures that integrate housing units in areas designated as “Boulevard-Mixed Use” in accordance with Tables 3-1 and 3-8. The range and density/intensity of uses permitted in any area shall be identified in the community plans.</p>	<p><b>No Conflict.</b> The Project is a new mixed-use development that would include new residential, office, retail, and restaurant uses along Hollywood Boulevard. The Project is located on Hollywood Boulevard, which in this location is designated as a Mixed-Use Boulevard as illustrated in Figure 3-1 of the General Plan Framework Long-Range Land Use Diagram. Furthermore, the Project would conform to the density requirements of permitted land uses as set forth by the Hollywood Community Plan. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 3.13.4:</b> Provide adequate transitions where commercial and residential uses are located adjacent to one another.</p>	<p><b>No Conflict.</b> 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 introduce a new mixed-use development comprised of new residential, commercial, and retail floor area across multiple structures that would be integrated with public and private open space. In addition, 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 publicly accessible landscaped upper plaza and residential garden walk. The Project would concentrate active commercial and public uses along the main arterial roadway (Hollywood Boulevard) while siting residential uses along the rear and side streets adjacent to existing residential neighborhoods. Furthermore, the Project would</p>



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

Objective/Policy	Would the Project Conflict?
	include streetscape improvements which would activate the Project Site and promote linkages with the surrounding area. As such, the Project would provide adequate transitions in an area where commercial and residential uses are located adjacent to one another. Therefore, the Project would not conflict with this policy.
<p><b>Policy 3.13.6:</b> Design multi-family residential units to minimize impacts of traffic and noise and incorporate recreational and open space amenities to support the needs of residents.</p>	<p><b>No Conflict.</b> The Project would include a total of 350 multi-family residential units within a 35-story residential tower and ten low-rise townhome-style buildings located on the Hollywood Lot, and a four-story residential building located on the Carlton Lot. Vehicular access to the Project Site would be provided from three driveways along Hollywood Boulevard providing access to the proposed subterranean parking garage. The proposed driveways would be separate from the proposed residential buildings on the Hollywood Lot to minimize vehicular/pedestrian conflicts.</p> <p>As discussed in Section IV.H, Noise, of this Draft EIR, operational noise impacts from on-site sources would be less than significant, and vibration impacts associated with operation of the Project would be less than significant. The Project would incorporate numerous on-site common and private open space and recreational amenities. Specifically, 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. Interior common areas would include resident amenities, such as a pool deck, view deck, fitness areas, game rooms, lounges, and meeting rooms. Additional common area open spaces would be provided in gardens and terraces throughout the Project Site. Therefore, the Project would not conflict with this policy.</p>
<b>Housing Chapter</b>	
<p><b>Objective 4.2:</b> Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.</p>	<p><b>No Conflict.</b> While this is a citywide objective, the Project would support its implementation. Specifically, the Project would develop a total of 350 multi-family residential 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 mile west of the Project Site, several Metro bus lines along Hollywood Boulevard, and the LADOT DASH Hollywood route. While the Project Site is not immediately adjacent to low-density residential neighborhoods, the Project would be designed to avoid conflict with the density and scale of the surrounding</p>

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

Objective/Policy	Would the Project Conflict?
	development. Specifically, the area surrounding the Project Site is highly urbanized and includes a mix of low- to mid-rise buildings containing a variety of commercial and residential uses. The Project would include a 35-story residential tower on the Hollywood Lot. In the vicinity of the Project Site, 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 this objective.
<b>Policy 4.2.1:</b> Offer incentives to include housing for very low- and low-income households in mixed-use developments.	<b>No Conflict.</b> The Project would develop a total of 350 multi-family residential units, 44 of which that would be designated for very low income household occupancy. Therefore, the Project would not conflict with this policy.
<b>Urban Form and Neighborhood Design Chapter</b>	
<p><b>Objective 5.2:</b> Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.</p> <p><b>Policy 5.2.2.d.:</b> Buildings located in activity nodes along mixed-use boulevards generally shall have the same characteristics as either neighborhood districts or community centers, depending on permitted land use intensities. Housing over ground floor storefronts or in place of commercial development shall be encouraged along mixed-use boulevards.</p>	<b>No Conflict.</b> The Project would be located on Hollywood Boulevard, which in this location is designated as a Mixed-Use Boulevard and is well-served by public transit. 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. The Project would include uses that are consistent with the characteristics of neighborhood districts and community centers, including retail, restaurant, and office uses. Furthermore, the Project would include 350 new multi-family residential uses. Therefore, the Project would not conflict with this objective and policy.
<b>Objective 5.5:</b> Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	<b>No Conflict.</b> The Project Site 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. 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 upgrade the quality of development at the Project Site by replacing an automobile service use with a new mixed-use development that would include new multi-family residential, office, retail, 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. Furthermore, the Project would improve the quality of the public realm by

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

Objective/Policy	Would the Project Conflict?
	<p>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. Overall, the uses and improvements proposed by the Project would enhance the quality of the Project Site, the surrounding area, and the public realm. Therefore, the Project would not conflict with this objective.</p>
<p><b>Policy 5.8.4:</b> Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character.</p>	<p><b>No Conflict.</b> 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 and off-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 Hollywood Signage Supplemental Use District (HSSUD), as applicable. Compliance with the requirements of the LAMC and the HSSUD would ensure that the Project's signage is integrated with the architectural character of the proposed buildings and conveys a visually attractive character. Therefore, the Project would not conflict with this policy.</p>
<p><b>Objective 5.9:</b> Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day</p>	<p><b>No Conflict.</b> The Project would be designed such that entrances to and exits from buildings, open spaces around buildings, and pedestrian walkways would be open and in view of surrounding sites. In addition, buildings and walkways would be properly lit in order to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. Parking areas would also be sufficiently lit to maximize visibility and reduce areas of concealment. The Project would also incorporate pedestrian safety features along all driveways to minimize pedestrian-vehicular conflicts and include designated drop off areas, which are designed to allow safe drop off onto the Project Site, rather than the street. Furthermore, the Project would include security features, including a closed circuit camera system and keycard entry for the residential and office buildings and the residential and office parking areas, and on-site security personnel. Therefore, the Project would not conflict with this objective.</p>
<p><b>Open Space and Conservation Chapter</b></p>	
<p><b>Goal 6A:</b> An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.</p> <p><b>Objective 6.1:</b> Protect the City's natural settings from the encroachment of urban development, allowing for the development,</p>	<p><b>No Conflict.</b> While this is a citywide/regional goal, the Project would contribute to the public and private open space system by 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. Furthermore, the Project</p>

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

Objective/Policy	Would the Project Conflict?
<p>use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.</p>	<p>would not encroach upon existing open space. The Project Site is located on an infill site that has already been previously developed and contains limited landscaping, and, as such, the Project would not encroach into the City's natural settings. A total of 33 trees were identified within and surrounding the Project Site, including 15 on-site trees and 18 street trees. None of the on- 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 33 existing trees within and surrounding the Project Site would be removed. On-site trees to be removed would be replaced at a 1:1 ratio and street trees would be replaced on a 2:1 basis in accordance with the Bureau of Street Services, Urban Forestry Division's requirements. The LAMC requires one tree per four units, creating a need to plant 88 on-site trees for the Project. The Project would include 88 on-site trees, in compliance with this requirement. Therefore, the Project would not conflict with this goal or objective.</p>
<p><b>Policy 6.4.7:</b> Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources.</p>	<p><b>No Conflict.</b> While this is a citywide policy, the Project would support its implementation by providing 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. As discussed in the Initial Study, included in Appendix A of this Draft EIR, due to the amount, variety, and availability of the proposed open space and recreational amenities provided within the Project Site, including publicly-accessible open space, it is anticipated that Project residents and employees would often utilize on-site open space and common areas to meet their recreational needs. Thus, while the Project's residents would be expected to utilize off-site public parks and recreational facilities to some degree, the Project would help address the open space and outdoor recreation needs of the Hollywood community, which is currently deficient in these resources. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 6.4.8:</b> Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.</p> <p>a. Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other places that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.</p>	<p><b>No Conflict.</b> Refer to the discussion for Policy 6.4.7 above.</p>

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

Objective/Policy	Would the Project Conflict?
<p>b. Encourage the improvement of open space, both on public and private property, as opportunities arise. Such places may include the dedication of “unbuildable” areas or sites that may serve as green space, or pathways and connections that may be improved to serve as neighborhood landscape and recreation amenities.</p>	
<b>Economic Development Chapter</b>	
<p><b>Objective 7.2:</b> Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality</p>	<p><b>No Conflict.</b> The Project would support this objective by providing 136,000 square feet of commercial office uses, as well as 18,004 square feet of retail and 4,038 square feet of restaurant uses. As such, the Project would contribute to the employment base of the Community Plan area, help meet the needs of local residents, and sustain/continue economic growth. In addition, the Project Site would have convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle trips, VMT, and air pollution to ensure maximum feasible environmental quality. Therefore, the Project would not conflict with this objective.</p>
<p><b>Policy 7.2.3:</b> Encourage new commercial development in proximity to rail and bus transit corridors and stations.</p>	<p><b>No Conflict.</b> The Project is a mixed-use development that would include new commercial uses, including 136,000 square feet of office uses, 18,004 square feet of retail, and 4,038 square feet of restaurant uses. As previously described, the Project Site is located within a designated TPA and 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 miles west of the Project Site, several Metro bus lines along Hollywood Boulevard, and the LADOT DASH Hollywood route. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 7.2.5:</b> Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.</p>	<p><b>No Conflict.</b> As previously discussed in Objective 7.2 and Policy 7.2.3 above, the Project is a new mixed-use development that would include residential, office, and commercial uses within one site. The Project would include 18,004 square feet of retail and 4,038 square feet of restaurant uses that would serve the needs of the Project’s residents, employees, visitors and the local neighborhood. The Project would not conflict with this policy.</p>
<p><b>Objective 7.9:</b> 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</p>	<p><b>No Conflict.</b> The Project would include 350 new multi-family residential units that would provide a range of housing opportunities, comprising 52 studio units, 212 one-bedroom units, 73 two-bedroom units, 13 three-bedroom units; and 44 units that would be designated for very low</p>

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

Objective/Policy	Would the Project Conflict?
<p>population growth and to enable a reasonable portion of the City’s work force to both live and work in the City.</p>	<p>income household occupancy. The proposed residential units would be located within a designated TPA that 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 miles west of the Project Site, several Metro bus lines along Hollywood Boulevard, and the LADOT DASH Hollywood route. In addition, the proposed residential units would be located in close proximity to a variety of surrounding uses, including a myriad of dining, entertainment, and commercial uses. Furthermore, the Project would include 136,000 square feet of commercial office uses and 22,542 square feet of retail and restaurant uses to provide additional employment opportunities in the community to enable a reasonable portion of the City’s work force to both live and work in the City. Therefore, the Project would not conflict with this objective</p>
<p><b>Policy 7.9.2:</b> Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.</p>	<p><b>No Conflict.</b> The Project is a new mixed-use development that would include new residential, office, retail, and restaurant uses along Hollywood Boulevard. The Project would be developed in an area designated as a Mixed-Use Boulevard as illustrated in Figure 3-1 of the General Plan Framework Long-Range Land Use Diagram. Therefore, the Project would not conflict with this policy.</p>
<p><b>Infrastructure and Public Services Chapter</b></p>	
<p><b>Goal 9A:</b> Adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.</p> <p><b>Policy 9.3.1:</b> Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.</p>	<p><b>No Conflict.</b> The Project would not generate hazardous substances that would be disposed of into the sewer system. As discussed in Section IV.L.2, Utilities and Service Systems—Wastewater, of this Draft EIR, the Project’s increase in the average daily wastewater flow would represent a nominal percentage of the remaining available capacity at the HWRP. In addition, there is adequate treatment capacity to serve the Project’s projected demand in addition to existing and future LASAN commitments. Therefore, the Project would not conflict with this goal or policy.</p>
<p><b>Goal 9B:</b> A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.</p> <p><b>Objective 9.6:</b> Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.</p>	<p><b>No Conflict.</b> As discussed in the Initial Study prepared for the Project, included in Appendix A of this Draft EIR, the Project would implement 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. In addition, during operation, the Project would include BMPs in accordance with the City’s LID Ordinance to control and</p>

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

Objective/Policy	Would the Project Conflict?
	treat stormwater runoff in compliance with LID. Therefore, the Project would not conflict with this goal or objective.
<p><b>Policy 9.6.3:</b> The City’s watershed-based approach to stormwater management will consider a range of strategies designed to reduce flood hazards and manage stormwater pollution. The strategies considered will include, but not necessarily be limited to:</p> <p>d. On-site detention/retention and reuse of runoff;</p> <p>f. Incorporate site design features which enhance the quality of offsite runoff.</p>	<p><b>No Conflict.</b> Refer to the discussion for Goal 9B and Objective 9.6 above.</p>
<p><b>Goal 9C:</b> Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.</p> <p><b>Objective 9.10:</b> Ensure that water supply, storage, and delivery systems are adequate to support planned development.</p>	<p><b>No Conflict.</b> While this is a citywide objective, as evaluated in Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, based on the Los Angeles Department of Water and Power’s (LADWP) demand projections provided in its 2020 Urban Water Management Plan (UWMP), LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, the Project would not conflict with this goal and objective.</p>
<p><b>Policy 9.9.7:</b> Incorporate water conservation practices in the design of new projects so as not to impede the City’s ability to supply water to its other users or overdraft its groundwater basins.</p>	<p><b>No Conflict.</b> As discussed in Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, pursuant to Project Design Feature WAT-PDF-1, the Project would implement various water conservation features to support water conservation in addition to those measures required by the City’s current codes and ordinances. Refer to Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR for a full list of the Project’s proposed conservation features. Furthermore, as demonstrated therein, LADWP would have sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years, and the Project’s operation-related impacts on water supply would be less than significant. As such, the Project would not impede the City’s ability to supply water to its other users or overdraft its groundwater basins. Therefore, the Project would not conflict with this policy.</p>
<p><b>Goal 9F:</b> Adequate collection, transfer and disposal of mixed solid waste—the City shall seek to ensure that all mixed solid waste that cannot be reduced, recycled or composted is collected, transferred and disposed of in a</p>	<p><b>No Conflict.</b> As discussed in the Initial Study included in Appendix A of this Draft EIR, the Project would be consistent with the applicable regulations associated with solid waste disposal. In addition, the Project’s estimated solid waste disposal would represent a minimal percentage</p>

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

Objective/Policy	Would the Project Conflict?
manner that minimizes adverse environmental impacts.	of the remaining capacity at the County's Class III landfills that serve the City. Therefore, the Project would not conflict with this goal.
<p><b>Goal 9P:</b> Appropriate lighting required to (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and informational lighting such as building façade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, or otherwise minimize or prevent light pollution, light trespass, and glare.</p>	<p><b>No Conflict.</b> As discussed in Section II, Project Description, of this Draft EIR, proposed lighting would include shielded low to medium output exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. All exterior lights, including lights on rooftops, would be directed onto the Project Site and designed to minimize light trespass from the Project Site. The Project would not include electronic signage or signs with flashing, mechanical, or strobe lights. All Project lighting would comply with applicable LAMC lighting standards. Therefore, the Project would not conflict with this goal.</p>
<p><b>Objective 9.40:</b> Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting for private streets, parking areas, pedestrian areas, security lighting, and other forms of outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare.</p> <p><b>Policy 9.40.1:</b> Require lighting on private streets, pedestrian oriented areas, and pedestrian walks to meet minimum City standards for street and sidewalk lighting.</p>	<p><b>No Conflict.</b> Refer to the discussion for Goal 9P above.</p>
<p>Source: <i>Eyestone Environmental, 2024.</i></p>	



**Table 3**  
**Applicable Goals, Objectives, and Policies of the Mobility Plan 2035**

Policy	Would the Project Conflict?
<p><b>Policy 1.1:</b> Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.</p>	<p><b>No Conflict.</b> While this policy applies to the City and not development projects, the Project would not interfere with its implementation. Specifically, vehicular access to the Project Site would be provided from three driveways along Hollywood Boulevard. The Project would also incorporate pedestrian safety features along all driveways to minimize pedestrian-vehicular conflicts. The Project would also include designated internal drop off areas, which are designed to allow safe drop off onto the Project Site, rather than the street. In addition, the Project would be designed such that entrances to and exits from buildings, open spaces around buildings, and pedestrian walkways would be open and in view of surrounding sites. Buildings and walkways would be properly lit in order to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 1.2:</b> Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users</p>	<p><b>No Conflict.</b> The Project would conform to all design element requirements, which may affect public ROWs, including proper driveway alignment, sidewalk widths, and design that would not hinder sight distance, mobility, or accessibility. As described above, adjacent to the Project Site, Hollywood Boulevard is part of the PED, BEN, and TEN. The Project would not conflict with the implementation of future projects in the public ROW of Hollywood Boulevard. In addition, the Project would provide bicycle parking for employees, residents, and visitors, thereby promoting public and active transportation modes. The Project would also include the development of a mix of residential, office, and commercial uses in close proximity to a number of public transportation options, thereby encouraging the use of alternative modes of transportation available in the vicinity of the Project Site. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 1.6:</b> Design detour facilities to provide safe passage for all modes of travel during times of construction.</p>	<p><b>No Conflict.</b> As discussed in Section IV.J, Transportation, of this Draft EIR, the Project is proposing a variety of modifications along Hollywood Boulevard, including, but not limited to, removing existing bulb-outs, installing a full traffic signal at the west driveway and a pedestrian signal further east, constructing new bulb-outs, and restriping Hollywood Boulevard. In the event temporary sidewalk or roadway closures are necessary, the Project would prepare and implement 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 to pedestrian activity near the work area; minimize the potential conflicts between construction activities, street traffic, transit stops, and pedestrians; and</p>

**Table 3 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Mobility Plan 2035**

Policy	Would the Project Conflict?
	reduce congestion to public streets and highways. Therefore, the Project would not conflict with this policy.
<b>Policy 2.1:</b> Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.	<b>No Conflict.</b> Although this policy relates to actions to be undertaken by the City and not individual development project, the Project would not alter adjacent streets or the ROW in a manner that would hinder their ability to serve multiple purposes or preclude or conflict with future changes by various City Departments. The Project would maintain the sidewalks along the Project Site and provide additional space in the form of an entrance plaza for the restaurant and retail frontage. Therefore, the Project would not conflict with this policy.
<b>Policy 2.2:</b> Establish the Complete Streets Design Guide as the City’s document to guide the operations and design of streets and other public rights-of-way.	<b>No Conflict.</b> The Project would conform to all design element requirements set forth in the Complete Streets Design Guide regarding public ROW, improved lighting elements, and landscaping design to ensure that the Project does not hinder sight distance, mobility or accessibility. Specifically, the Project would be developed within the boundaries of the Project Site and would not encroach into the public ROW. Proposed lighting would include shielded low to medium output exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. In addition, the Project would also include a landscaped central plaza along Hollywood Boulevard which would enhance pedestrian access. Therefore, the Project would not conflict with this policy.
<b>Policy 2.3:</b> Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	<b>No Conflict.</b> The Project Site is designed to allow easy pedestrian access between Project land uses and between buildings with lighted and landscaped walkways. Beyond the Project Site, the sidewalks on Hollywood Boulevard, which is designated as part of the Pedestrian Enhanced Districts (PED) within the Mobility Plan, would be maintained and enhanced with new landscaping and trees. The Project would also provide a new signalized pedestrian crossing point west of Bronson Avenue and relocate the existing signalized pedestrian crossing point to the west driveway and provide a full signal for pedestrian and vehicular traffic. The Project would provide separate pedestrian entrances from the vehicular driveways to the Project Site. All driveways would be designed to provide an adequate pedestrian refuge area between the driveways to ensure high-quality pedestrian access and create a safe and comfortable walking environment. Therefore, the Project would not conflict with this policy.
<b>Policy 2.3:</b> Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-	<b>No Conflict.</b> As discussed in Section IV.J, Transportation, of this Draft EIR, the Project Site is designed to allow easy pedestrian access to the proposed buildings with lighted and landscaped walkways. Beyond the Project Site, the

**Table 3 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Mobility Plan 2035**

Policy	Would the Project Conflict?
way modifications to provide a safe and comfortable walking environment.	sidewalks on Hollywood Boulevard, which is part of the PED, would be maintained and enhanced with new landscaping and trees. The Project would also provide a new signalized pedestrian crossing point west of Bronson Avenue and relocate the existing signalized pedestrian crossing point to the west driveway and provide a full signal for pedestrian and vehicular traffic. The Project would provide separate pedestrian entrances from the vehicular driveways to the Project Site. All driveways would be designed to provide an adequate pedestrian refuge area between the driveways to ensure high-quality pedestrian access and create a safe and comfortable walking environment. Therefore, the Project would not conflict with this policy.
<b>Policy 2.4:</b> Provide a slow speed network of locally serving streets.	<b>No Conflict.</b> Bronson Avenue is part of the Neighborhood Enhanced Network (NEN) within the Mobility Plan. The Project does not propose driveways along Bronson Avenue. In addition, the Project would preserve the neighborhood character of the surrounding area by developing residential and retail uses within close proximity to transit. Therefore, the Project would not conflict with this policy.
<b>Policy 2.5:</b> Improve the performance and reliability of existing and future bus service.	<b>No Conflict.</b> The Project would encourage increased transit usage by developing a mixed-use project with convenient access to transit, including the Metro B Line Hollywood/Vine Station, which is located approximately 0.25 mile west of the Project Site, and several Metro bus lines along Hollywood Boulevard as well as DASH Hollywood. The Project would not directly affect any existing transit stops. Therefore, the Project would not conflict with this policy.
<b>Policy 2.6:</b> Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)	<b>No Conflict.</b> In August 2023, LADOT launched the Hollywood Boulevard Safety and Mobility Project to improve traffic safety and accessibility on Hollywood Boulevard between Gower Street and the intersection of Sunset Boulevard and Fountain Avenue. At the same time, Council District 13 and the Bureau of Engineering are leading a separate but related effort to implement protected bike lanes and other streetscape improvements on Hollywood Boulevard between La Brea Avenue and Gower Street, which was announced as the Access to Hollywood Project in March 2024. The latest conceptual design of the Hollywood Boulevard Safety and Mobility Project is to install a protected bike lane in each direction on Hollywood Boulevard between Gower Street and the intersection of Sunset Boulevard and Fountain Avenue. Additionally, it proposes to reduce the number of travel lanes from two to one in each direction along the majority of Hollywood Boulevard, except for the stretch between Bronson Avenue and Van Ness Avenue, where two lanes will be retained in each direction. The transition from two lanes to one will begin west of Bronson Avenue and merge into one lane in

**Table 3 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Mobility Plan 2035**

Policy	Would the Project Conflict?
	<p>each direction in front of the Project Site. Phase I of the Hollywood Boulevard Safety and Mobility Project was implemented in July 2024, which included installation of a protected bike lane in each direction, maintained two travel lanes in the westbound direction, converted the eastbound direction to one travel lane, and installed on-street parking.</p> <p>The Project would not encroach onto the public ROW and would not interfere with the bicycle lane improvements as designated by the Mobility Plan. Furthermore, the Project would provide safe, convenient, and comfortable infrastructure and services to encourage bicycling for residents, employees, and visitors to the Project Site. Short-term bicycle parking would be provided by bike racks on all frontages of the Project Site. Long-term bicycle parking would be provided in the subterranean parking garage where locker rooms and showers would be provided. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 2.9:</b> Consider the role of each mode enhanced network when designing a street that included multiple modes.</p>	<p><b>No Conflict.</b> As summarized above and detailed in the Transportation Assessment, the streets in the vicinity of the Project Site include a mix of enhanced networks identified as part of the Mobility Plan. The Project would improve the overall pedestrian experience surrounding the Project Site and would not conflict with the City’s bicycle plans or transit and pedestrian improvements as identified in the Mobility Plan. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 2.10:</b> Facilitate the provision of adequate on and off-street loading areas.</p>	<p><b>No Conflict.</b> The Project would provide an off-street pick-up/ drop-off area on the west and middle driveways with direct access to the Project’s parking structure. Commercial loading would be provided internal to the Project Site, with loading access from Hollywood Boulevard via the east driveway. Accordingly, the Project would provide adequate off-street loading areas to minimize impacts on the surrounding street network. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 3.1:</b> Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes-including goods movement-as integral components of the City’s transportation system.</p>	<p><b>No Conflict.</b> As previously discussed, pedestrian access would be enhanced along the perimeter of the Project Site via new streetscape improvements. In addition, the sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. 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. Bicycle access would occur via the pedestrian access points and three driveways along Hollywood Boulevard. Additionally, the Project would include bicycle parking spaces on the ground level and long-term bicycle parking spaces within the subterranean parking</p>

**Table 3 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Mobility Plan 2035**

Policy	Would the Project Conflict?
	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. Additionally, as previously described, the Project Site is located within a TPA in an area 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 provide adequate vehicular access in and out of the Project Site via the existing streets surrounding the Project Site. Accordingly, the Project would recognize and provides opportunities for the use of all modes of travel. Therefore, the Project would not conflict with this policy.
<b>Policy 3.2:</b> Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	<b>No Conflict.</b> The Project would be designed to meet all the requirements of the Americans with Disabilities Act to accommodate the needs of people with disabilities. All street crossings adjacent to the Project Site, including those installed by the Project, would feature wheelchair-accessible curb cuts. Therefore, the Project would not conflict with this policy.
<b>Policy 3.3:</b> Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	<b>No Conflict.</b> The Project’s mix of high-density residential uses, office space, and commercial uses located in proximity to transit would encourage ridesharing and use of alternative transportation modes, including transit, walking, and bicycling. The Project would promote equitable land use decisions that result in fewer vehicle trips by providing a new mixed-use development that would be located in close proximity to other employment, destinations, and other neighborhood services in a transit-rich area, and in a designated SCAG High-Quality Transit Area (HQTA) and City of Los Angeles Transit Priority Area. Additionally, the Project’s TDM features would further reduce vehicle trips. Therefore, the Project would not conflict with this policy.
<b>Policy 3.4:</b> Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	<b>No Conflict.</b> As previously discussed, the Project Site is located in a transit-rich area, and in a City-designated TPA. 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. Thus, residents, workers, and visitors of the Project would be well-served by affordable, efficient, convenient, and attractive transit services, which would promote transit use and a reduction in vehicle trips. Therefore, the Project would not conflict with this policy.

**Table 3 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Mobility Plan 2035**

Policy	Would the Project Conflict?
<p><b>Policy 3.5:</b> Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.</p>	<p><b>No Conflict.</b> The Project would support “first-mile, last-mile solutions” by developing a mixed-use development with multi-family residential uses, office space, and local-serving commercial uses located in an active urban area near major transit stops and local bus stops. The Metro B Line Hollywood/Vine Station is located within 0.25 mile west of the Project Site. Additionally, the Project would include several TDM strategies that encourage the use of transit and other alternative modes of transportation. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 3.6:</b> Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.</p>	<p><b>No Conflict.</b> The Project would be located within 0.25 mile of the Metro B Line Hollywood/Vine Station, which provides a direct connection to Union Station serving as a regional transportation hub for Amtrak, Metrolink, and other Metro rail lines. These transit lines provide direct access to the San Fernando Valley, San Gabriel Valley, Antelope Valley, Inland Empire, East Los Angeles, Westside, South Los Angeles, and Long Beach. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 3.7:</b> Improve transit access and service to <u>major</u> regional destinations, job centers, and inter-modal facilities.</p>	<p><b>No Conflict.</b> Refer to the discussion above regarding Policy 3.6.</p>
<p><b>Policy 3.8:</b> Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.</p>	<p><b>No Conflict.</b> The Project would provide 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. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 4.8:</b> Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.</p>	<p><b>No Conflict.</b> As discussed in Section IV.J, Transportation, of this Draft EIR, the Project would encourage alternative modes of travel through its proximity to multiple transit services, including the Metro B Line Hollywood/Vine Station located approximately 0.25 mile west of the Project Site. In addition, the Project would incorporate TDM strategies as part of the Project design aimed at encouraging use of alternative transportation modes in accordance with the requirements set forth in the TDM Ordinance. Specifically, the Project’s location in a dense area, development of a mix of land uses, promotions and marketing to educate and inform employees and visitors to the Project Site of available mobility options, and provision of short-term and long-term bicycle parking would contribute to encouraging alternative modes of transportation and reducing dependence on single-occupancy vehicles. Therefore, the Project would not conflict with this policy.</p>

**Table 3 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Mobility Plan 2035**

Policy	Would the Project Conflict?
<p><b>Policy 4.13:</b> Balance on-street and off-street parking supply with other transportation and land use objectives.</p>	<p><b>No Conflict.</b> In accordance with AB 2097, the Project is not required to provide any vehicle parking spaces. Nevertheless, the Project would provide 894 vehicle parking spaces in a three-level subterranean parking garage located entirely underneath the Hollywood Lot.</p> <p>The Project would not conflict with the portion of Policy 4.13 that discourages utilizing land for parking that could have been used for other valuable uses since all parking would be located within the proposed three-level subterranean parking garage. Moreover, parking for residents of the market-rate units would be unbundled and visitors to the non-residential uses would have to pay for parking. In addition, the Project would include features to encourage walking and bicycling. Specifically, the Project would include 63 short-term and 202 long-term bicycle parking spaces. Locker rooms and showers would also be provided and bike racks and showers would also be provided on all frontages of the Project Site. Furthermore, the Project would not conflict with the applicable goals and objectives of the SCAG 2024–2050 RTP/SCS to locate jobs and housing in infill locations served by public transit and facilitating active transportation and TDM. Therefore, the Project would not conflict with this policy,</p>
<p><b>Policy 5.1:</b> Encourage the development of a sustainable transportation system that promotes environmental and public health.</p>	<p><b>No Conflict.</b> Although this policy relates to actions to be undertaken by the City and not individual development project, the Project would encourage sustainable transportation through pedestrian improvements and providing on-site bicycle parking and facilities and separate pedestrian entries, both of which would promote the use of active transportation modes, such as biking and walking. Additionally, the Project would be located near transit stops serviced by rail (i.e., Metro B Line Hollywood/Vine Station approximately 0.25 mile west of the Project Site) and bus lines providing the Project’s residents, employees, and visitors with public transportation alternatives. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 5.2:</b> Support ways to reduce vehicle miles traveled (VMT) per capita.</p>	<p><b>No Conflict.</b> As discussed in Section IV.J, Transportation, of this Draft EIR, the Project is estimated to generate lower VMT per capita for residents and employees than average for the area. The Project Site is also located in an area that is well-served by public transit. In addition, the Project would incorporate numerous open space areas to promote pedestrian activity, walkability, and biking. Furthermore, the Project would incorporate TDM strategies as part of the Project design aimed at encouraging use of alternative modes of transportation and reducing VMT per capita. Therefore, the Project would not conflict with this policy.</p>

**Table 3 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Mobility Plan 2035**

Policy	Would the Project Conflict?
<p><b>Policy 5.4:</b> Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.</p>	<p><b>No Conflict.</b> The Project would provide parking spaces prewired to support future EVCS as well as parking spaces equipped with EVCS. The Project would comply with City and 2022 CALGreen electric vehicle (EV) charging requirements, which includes the provision of at least 40 percent of overall residential parking spaces provided on the Project Site that are capable of supporting future electric vehicle supply equipment (EVSE) with 10 percent of the overall residential parking spaces equipped with EV chargers and 30 percent of overall non-residential parking spaces provided on the Project Site that are capable of supporting future EVSE and 20 percent of the overall non-residential spaces equipped with EV chargers. By providing EV parking and charging stations, the Project would contribute to the promotion of the usage of alternative fuels and supporting infrastructure. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 5.5:</b> Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways. [sic]</p>	<p><b>No Conflict.</b> As discussed in the Initial Study prepared for the Project, included in Appendix A of this Draft EIR, the Project would implement a SWPPP that specifies BMPs and erosion control measures to be used during construction to manage runoff flows from both stormwater and non-stormwater discharges. Consistent with LID requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of infiltration BMPs as established by the LID Manual during operation of the Project. Therefore, the Project would not conflict with this policy.</p>
<hr/> <p>Source: <i>Eyestone Environmental, 2024.</i></p>	



**Table 4**  
**Applicable Goals of the General Plan Housing Element 2021–2029**

Goals	Would the Project Conflict?
<p><b>Goal 1:</b> 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.</p> <p><b>Objective 1.2:</b> Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing priorities.</p> <p><b>Policy 1.2.1:</b> Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.</p> <p><b>Policy 1.2.2:</b> Facilitate the construction of a range of different housing types that addresses the particular needs of the City’s diverse households.</p> <p><b>Policy 1.3.1:</b> Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.</p>	<p><b>No Conflict.</b> The Project would provide 350 new multi-family residential units that would provide a range of housing opportunities, comprising 52 studio units, 212 one-bedroom units, 73 two-bedroom units, and 13 three-bedroom units; 44 units would be designated for very low income household occupancy, which would result in a net gain of affordable housing to serve low-income residents. The proposed residential units would be located in an area that 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. Therefore, the Project would not conflict with this goal, objective or policies.</p>
<p><b>Goal 3:</b> A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.</p> <p><b>Objective 3.1:</b> Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.</p>	<p><b>No Conflict.</b> The Project would provide a variety of housing types, including housing units designated for very low income household occupancy. Furthermore, 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 would include numerous on-site common and private open space and recreational amenities. 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. In addition, pedestrian access would be enhanced along the perimeter of the Project Site via new streetscape improvements. The Project’s proposed housing types, sustainability features, and open space areas would serve to promote healthy living, community belonging and inclusive neighborhoods. Therefore, the Project would not conflict with this goal or objective.</p>

**Table 4 (Continued)**  
**Applicable Goals of the General Plan Housing Element 2021–2029**

Goals	Would the Project Conflict?
<p><b>Policy 3.1.2:</b> Promote new development that furthers Citywide Housing Priorities in balance with the existing architectural and cultural context.</p>	<p><b>No Conflict.</b> The Project would include 350 new multi-family residential units that would provide a range of housing opportunities, comprising 52 studio units, 212 one-bedroom units, 73 two-bedroom units, 13 three-bedroom units; and 44 units that would be designated for very low income household occupancy. Furthermore, the Project would be designed to be compatible with the general characteristics of the surrounding neighborhood as related to height, density, and architecture. The Project would be designed in a contemporary architectural style with three primary buildings and 11 low-rise structures dispersed throughout the Project Site between the three primary buildings. The area surrounding the Project Site 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 recognize the existing cultural context of the surrounding neighborhood by introducing a similar mix of land uses that are compatible with the surrounding uses, including residential, retail, restaurant, and office uses. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 3.1.5:</b> Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.</p>	<p><b>No Conflict.</b> As discussed 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 GHG emissions and help minimize the impact on natural resources and infrastructure.</p> <p>The Project would also incorporate water conservation features through low-water use plant selections and ultra-low indoor water fixtures. Additionally, the Project would include exterior and interior lighting that would meet Title 24 requirements. Furthermore, as noted above the Project would provide parking spaces prewired to support future EVCS as well as parking spaces equipped with EVCS. The Project would comply with City and 2022 CALGreen electric vehicle (EV) charging requirements, which includes the provision of at least 40 percent of overall residential parking spaces provided on the Project Site that are capable of supporting future electric vehicle supply equipment (EVSE) with 10 percent of the overall residential parking spaces equipped with EV chargers and 30 percent of overall non-residential parking spaces provided on the Project Site that are capable of supporting future EVSE and</p>

**Table 4 (Continued)**  
**Applicable Goals of the General Plan Housing Element 2021–2029**

Goals	Would the Project Conflict?
	20 percent of the overall non-residential spaces equipped with EV chargers. The Project would provide publicly accessible open space and would activate the streetscape surrounding the Project Site through the use of outdoor dining, greenspace and varied elevations, which would create a pedestrian-centered environment. Therefore, the Project would not conflict with this policy.
<p><b>Policy 3.1.7:</b> Promote complete neighborhoods by planning for housing that includes open space, and other amenities.</p>	<p><b>No Conflict.</b> The Project is a mixed-use development that would provide 350 new multi-family residential units and numerous on-site common and private open space and recreational amenities. 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. Interior common areas would include resident amenities, such as a pool deck, view deck, fitness areas, game rooms, lounges and meeting rooms. Additional common area open spaces would be provided in gardens and terraces throughout the Project Site. As such, the Project would contribute to the promotion of a complete neighborhood by providing housing that would include open space and amenities. Therefore, the Project would not conflict with this policy.</p>
<p><b>Objective 3.2:</b> Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.</p> <p><b>Policy 3.2.1:</b> Promote the integration of housing with other compatible land uses at both the building and neighborhood level.</p> <p><b>Policy 3.2.5:</b> Promote and facilitate the reduction of water, energy, carbon and waste consumption in new and existing housing.</p> <p><b>Policy 3.2.7:</b> Provide environmentally sustainable development standards and incorporate sustainable best practice in building and zoning code updates.</p>	<p><b>No Conflict.</b> Refer to Policy 3.1.5, discussed above. In addition, the area surrounding the Project Site is highly urbanized and contains a variety of uses including a myriad of dining, entertainment, commercial, and residential uses. As such, the Project would promote the integration of housing with other compatible land uses at both the building and neighborhood level. As discussed in Section IV.C, Energy, of this Draft EIR, the Project's energy demands would comply with existing energy efficiency standards and would not cause wasteful, inefficient, or unnecessary use of energy. In addition, as discussed in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, Project specific impacts with regard to climate change would be less than significant. In addition, as discussed in Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, based on LADWP 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. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, the Project would not conflict with this objective or policies.</p>

**Table 4 (Continued)**  
**Applicable Goals of the General Plan Housing Element 2021–2029**

Goals	Would the Project Conflict?
<p><b>Policy 3.2.2:</b> Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher opportunity areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.</p>	<p><b>No Conflict.</b> The Project is a mixed-use development inclusive of residential uses (350 units), including 44 units reserved for Very Low Income households, office uses, 18,004 square feet of retail and 4,038 square feet of restaurant uses. The Project Site is located in an area that 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. The Project would site housing at a variety of income levels in close proximity to transit and employment opportunities, which would help to facilitate a better jobs-housing balance, shorten commutes and reduce GHG emissions. Therefore, the Project would not conflict with this objective and policy.</p>
<p>Source: Eyestone Environmental, 2024.</p>	

**Table 5**  
**Applicable Goals, Objectives, and Policies of the Hollywood Community Plan**

Policy	Would the Project Conflict?
<p><b>Objective 3.</b> To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.</p>	<p><b>No Conflict.</b> The Project would include 350 new multi-family residential units that would provide a range of housing opportunities, comprising 52 studio units, 212 one-bedroom units, 73 two-bedroom units, and 13 three-bedroom units; and 44 designated for very low income household occupancy. The Project's range of housing types would help to satisfy the varying needs and desires of all economic segments of the community. Therefore, the Project would not conflict with this objective.</p>
<p><b>Objective 4.</b> To promote economic well being and public convenience through:</p> <p>a. Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.</p>	<p><b>No Conflict.</b> The Project would redevelop 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 job opportunities and support the needs of existing and future businesses of the City and Hollywood Community Plan area, which would promote economic well-being and public convenience. Therefore, the Project would not conflict with this objective.</p>
<p><b>Objective 5.</b> To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development. To encourage open space and parks in both local neighborhoods and in high density areas.</p>	<p><b>No Conflict.</b> As discussed in Section IV.I, Public Services and Section IV.L, Utilities and Service Systems, of this Draft EIR, as well as in the Initial Study included in Appendix A of this Draft EIR, the Project would not require the construction of public services facilities. In addition, the utility providers serving the Project Site would have capacity to serve the Project. Furthermore, the Project would incorporate numerous on-site common and private open space and recreational amenities. Specifically, 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 in the neighborhood within a high-density area. Therefore, the Project would not conflict with this objective.</p>
<p><b>Objective 6.</b> To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.</p>	<p><b>No Conflict.</b> As previously described, the Project Site is located in a highly urbanized area with an adequate transportation and circulation system. The Project Site is also located within a TPA that is well-served by public transit. The Project would implement TDM strategies, which would encourage the use of alternatives modes of transportation (i.e., walking, bicycling and transit use) over single-occupant motor vehicle use. Therefore, the Project would not conflict with this objective.</p>
<p><b>Housing</b></p>	
<p>The intensity of residential land use in this Plan and the density of the population which can be accommodated thereon, shall be limited in accordance with the following criteria:</p>	<p><b>No Conflict.</b> As detailed in the Initial Study, included in Appendix A of this Draft EIR, the Project's population and housing units would be within SCAG's population and housing projections for the City of Los Angeles Subregion. These projections serve as the basis for the Framework</p>

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<p><b>Policy 03:</b> Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).</p> <p><b>Policy 04:</b> Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking).</p>	<p><b>No Conflict.</b> Although these policies apply at a regional level, Project development would support SCAG’s and the City’s goals to develop Complete Streets. The Project would be implemented within an existing urbanized area served by an established network of roads and freeways that provide local and regional access to the area, including the Project Site, and that include pedestrian amenities (sidewalks and crosswalks) as well as bicycle amenities. The design of the Project would comply with all City access and circulation requirements, which may affect public ROWs, including proper driveway alignment, sidewalk widths, and design that would not hinder sight distance, mobility, or accessibility.</p> <p>Adjacent to the Project Site, Hollywood Boulevard is designated as part of the Pedestrian Enhanced Districts (PED), Bicycle Enhanced Network (BEN), and Transit Enhanced Network (TEN) within the Mobility Plan. In August 2023, LADOT launched the Hollywood Boulevard</p>

**Table 1**  
**Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy**

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