

IV. Environmental Impact Analysis

G. Land Use and Planning

1. Introduction

This section analyzes the Project's potential impacts with regard to land use and planning. The analysis in this section evaluates whether the Project would physically divide an established community and whether the Project would conflict with any land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Analyses of consistency and/or potential conflicts with plans that are more directly related to other environmental topics are addressed in other sections of this Draft EIR. Specifically, Section IV.A, Air Quality, of this Draft EIR, evaluates consistency with the South Coast Air Quality Management Plan.

2. Environmental Setting

a. Regulatory Framework

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

- California Government Code Section 65302
- Senate Bill 375
- Southern California Association of Governments 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy
- City of Los Angeles General Plan
- Hollywood Community Plan
- Los Angeles Municipal Code
- Hollywood Redevelopment Plan
- Citywide Design Guidelines

(1) State

(a) California Government Code Section 65302

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

(b) Senate Bill 375

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

(2) Regional

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

On September 3, 2020, the Southern California Association of Governments (SCAG) Regional Council adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal. The 2020–2045 RTP/SCS presents a long-term transportation vision through the year 2045 for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The 2020–2045 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, and the provision of services

by other regional agencies. SCAG's overarching strategy for achieving its goals is integrating land use and transportation. SCAG policies are directed towards the development of regional land use patterns that contribute to reductions in vehicle miles and improvements to the transportation system. Rooted in past RTP/SCS plans, Connect SoCal's "Core Vision" centers on maintaining and better managing the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. The plans "Key Connections" augment the "Core Vision" to address challenges related to the intensification of core planning strategies and increasingly aggressive GHG reduction goals, and include but are not limited to, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. Connect SoCal intends to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life. These benefits include but are not limited to a 5-percent reduction in VMT per capita and vehicle hours traveled by 9 percent, increase in work-related transit trips by 2 percent, create more than 264,500 new jobs, reduce greenfield development by 29 percent, and, building off of the 2016–2040 RTP/SCS, increase the share of new regional household growth occurring in High Quality Transit Areas (HQTAs)¹ by 6 percent and the share of new job growth in HQTAs by 15 percent.

(3) Local

(a) *City of Los Angeles General Plan*

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

¹ HQTAs are corridor-focused areas within 0.5 mile of an existing or planned transit stop or a bus transit corridor with a 15-minute or less service frequency during peak commuting hours.

² City of Los Angeles, Department of City Planning, *City of Los Angeles General Plan*, <https://planning.lacity.org/plans-policies/general-plan-overview>, accessed October 27, 2021.

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

adverse effects on the environment. The elements that make up the City's General Plan are described in more detail below.

(i) Framework Element

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

(1) Land Use Chapter

The Framework Element's Land Use Chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Center, and Mixed-Use Boulevards) that include standards and policies that shape the scale and intensity of proposed uses with the purpose of supporting the vitality of the City's residential neighborhoods and commercial districts. The establishment of the designated arrangement of land uses and development densities addresses an array of environmental issues, including, but not limited to: reductions in VMT, reductions in noise impacts, improved efficiency in the use of energy, improved efficiency, and, thus greater service levels within the infrastructure systems, availability of open space, compatibility of land uses, support for alternative modes of transportation, and provision of an attractive pedestrian environment.

(2) Housing Chapter

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

- Concentrating opportunities for new development in the City's Neighborhood Districts and in Community Centers, Regional Centers, and the Downtown Center, as well as along primary transit corridors/boulevards;
- Providing development opportunities along boulevards located near existing or planned major transit facilities and areas characterized by low-intensity or

marginally viable commercial uses with structures that integrate commercial, housing, and/or public service uses; and

- Focusing mixed uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

(3) Urban Form and Neighborhood Design Chapter

The Framework Element's Urban Form and Neighborhood Design Chapter establishes the goal of creating a city that is attractive to future investment and a city of interconnected, diverse neighborhoods that builds on the strength of those neighborhoods and functions at both the neighborhood and Citywide scales. The purpose of the Urban Form and Neighborhood Design Chapter is two-fold: first, to support the population distribution principles of the Framework Element through proper massing and design of buildings and second, to enhance the physical character of neighborhoods and communities within the City.⁴ The Framework Element does not directly address the design of individual neighborhoods or communities but embodies general neighborhood design and implementation programs that guide local planning efforts and lay a foundation for community plan updates. The Urban Form and Neighborhood Design Chapter encourages growth in areas that have a sufficient base of both commercial and residential development to support transit service. The existing and planned transit system provides the opportunity to concentrate development and conserve the existing character of stable neighborhoods.

(4) Open Space and Conservation Chapter

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

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

(5) Economic Development Chapter

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

(6) Transportation Chapter

The Framework Element's Transportation Chapter includes proposals for major improvements to enhance the movement of goods and to provide greater access to major intermodal facilities. While the focus of the Transportation Chapter is on guidance for transportation investments, the Transportation Chapter also includes goals, policies, and objectives that overlap with policies included in other Framework chapters of the Framework Element regarding land use patterns and the relationship of the pedestrian system to arrangement of land uses. The Transportation Chapter of the Framework Element is implemented through the General Plan's Mobility Plan 2035 (Mobility Plan), which is a comprehensive update of the General Plan Transportation Element.

(7) Infrastructure and Public Services Chapter

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

(ii) Transportation Element

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

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

- Safety First;
- World Class Infrastructure;
- Access for All Angelenos;
- Collaboration, Communication, and Informed Choices; and
- Clean Environments and Healthy Communities.

(iii) Conservation Element

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

(iv) Housing Element

The Housing Element of the General Plan is prepared pursuant to state law and provides planning guidance in meeting housing needs identified in the SCAG Regional

Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs; establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy; and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City. The goals of the Housing Element are as follows:

- A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy, sanitary, and affordable to people of all income levels, races, ages, and suitable for their various needs;
- A City in which housing helps to create safe, livable and sustainable neighborhoods;
- A City where there are housing opportunities for all without discrimination; and
- A City committed to ending and preventing homelessness.

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

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

- Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.
- Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.
- Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.

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

- Explore opportunities to continue to remediate and redevelop brownfield sites.
- Increase the city's resilience to risks (increasing temperatures and heat related effects, wildfires, reduced water supply, poor air quality, and sea level rise) resulting from climate change.
- Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution.

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

(vi) Hollywood Community Plan

The Hollywood Community Plan (Community Plan) is one of 35 community plans of the City that implement the land use policies of the Framework Element. Adopted on December 13, 1988 and re-adopted in 2014, the specific purpose of the Community Plan is to promote an arrangement of land use, circulation, and services that encourages and contributes to the economic, social and physical health, safety, welfare, and convenience of the Hollywood community within the framework of the City. In addition, the Community Plan serves to guide the development, betterment, and change of the community to meet existing and anticipated needs and conditions, as well as to balance growth and stability, reflect economic potentials and limits, land development and other trends, and to protect investment to the extent reasonable and feasible.⁶ As shown in Figure IV.G-1 on page IV.G-10, the eight western parcels nearest to Vine Street are designated as Regional Center Commercial, and the five remaining parcels within eastern portion of the Project Site are designated as Medium Residential by the Community Plan

(b) Los Angeles Municipal Code

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

⁶ *The Los Angeles Department of City Planning is currently preparing the Hollywood Community Plan Update (<https://planning.lacity.org/plans-policies/community-plan-update/hollywood-community-plan-update>). Under the current draft, the Project Site's existing land use designations of Regional Center Commercial and Medium Residential would be retained, and the eight western parcels nearest to Vine Street would be rezoned C4-2D-SN-CPIO. For purposes of this Draft EIR, the analysis is limited to the land use and zoning designations under the currently adopted Hollywood Community Plan.*

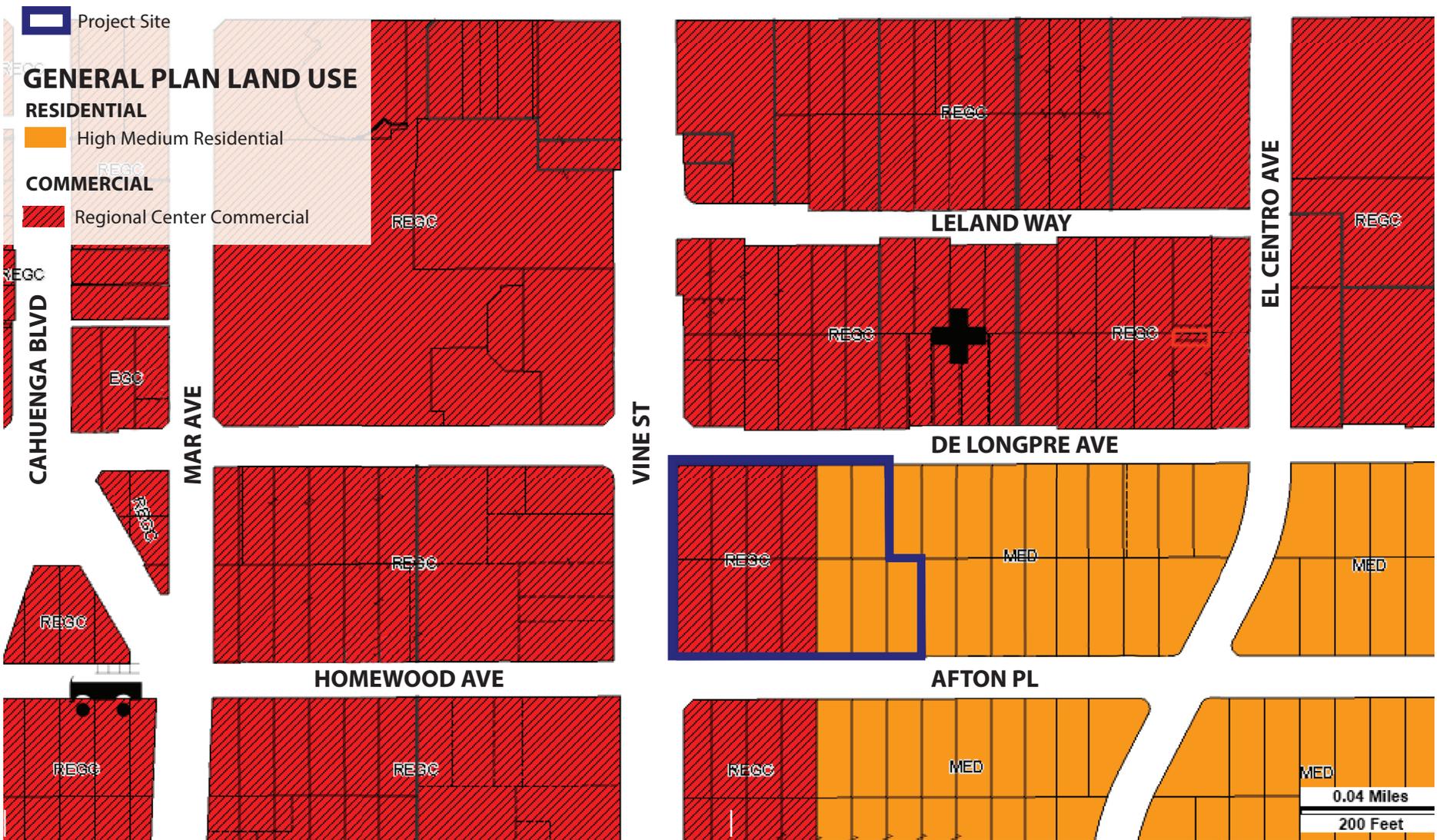
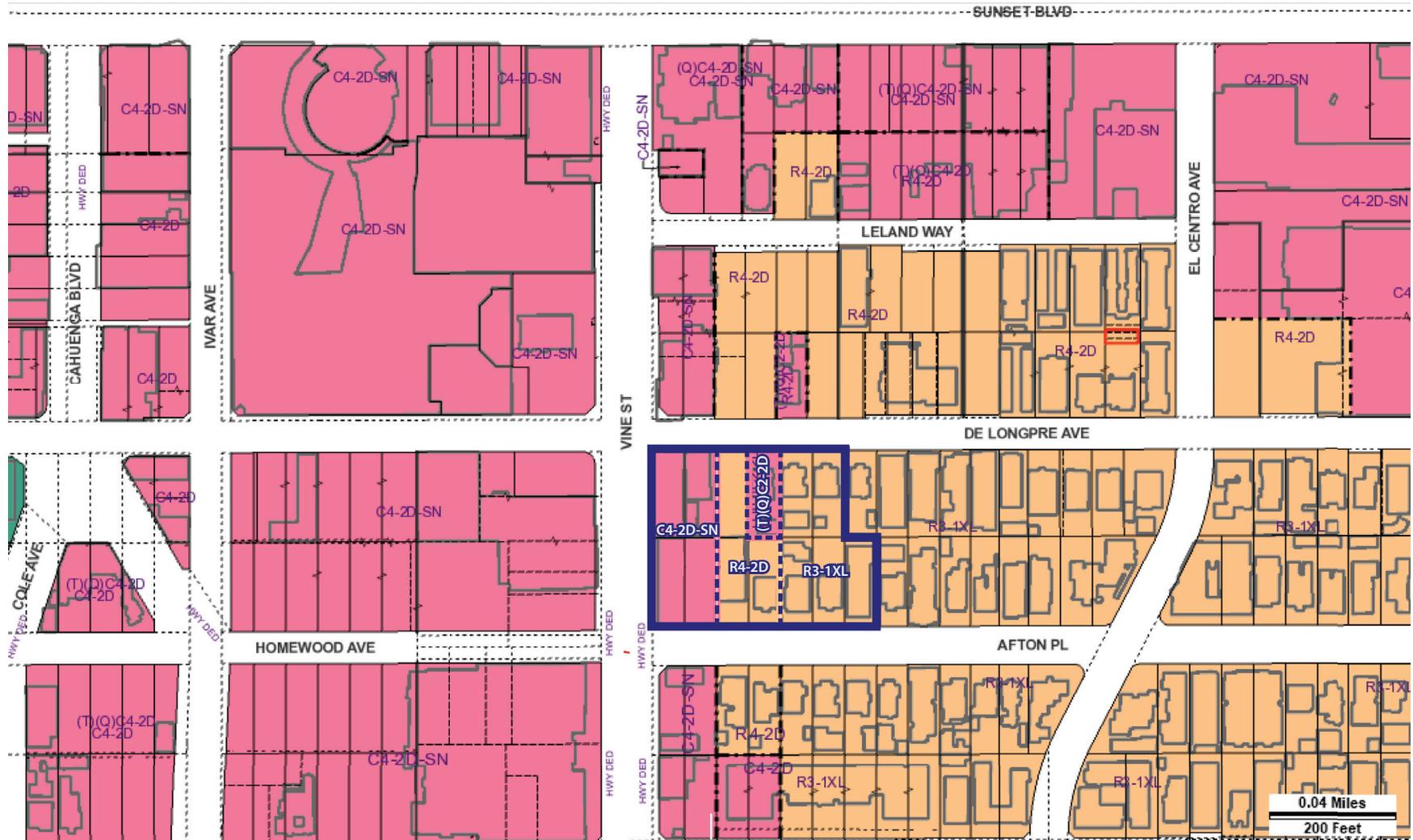


Figure IV.G-1
Land Use Designations on the Project Site

Source: City of Los Angeles ZIMAS; Eyestone Environmental, 2018.



GENERALIZED ZONING

- C2, C4
- R3, R4
- Project Site

Figure IV.G-2

Zoning Designations for the Project Site and Vicinity

applicable to each zoning designation, and applies development regulations to each zoning designation. As shown in Figure IV.G-2 on page IV.G-11, the Project Site has four zoning designations under the LAMC, including C4-2D-SN, (T)(Q)C2-2D, R4-2D, and R3-1XL.

The four western lots of the Project Site are zoned as C4-2D-SN (Commercial, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District [HSSUD]). The C4 zones permit a wide array of land uses, such as retail stores, offices, hotels, schools, parks, and theaters. The C4 zone also permits any land use permitted in the R4 (Multiple Residential) zone, which includes single-family dwellings, two-family dwellings, apartment houses, multiple dwellings, and home occupations. The C4 zone normally limits residential density to the R4 zone standard of 400 square feet of lot area per dwelling unit; however, LAMC Section 12.22-A,18 permits mixed-use projects on commercially zoned sites designated as Regional Center Commercial to utilize the R5 zone density calculation of 200 square feet of lot area per dwelling unit. The Height District 2 designation, in conjunction with the C4 zone, does not impose a maximum building height limitation but does impose a maximum FAR of 6:1. However, the existing “D” Limitation that is applicable to the Project Site’s C4-, C2-, and R4-zoned parcels limits the total floor area to a maximum FAR of 2:1, pursuant to Ordinance No. 165,652 (effective May 6, 1990). The “SN” suffix indicates that these parcels are located in the HSSUD.

One lot on the northern portion of the Project Site along De Longpre Avenue is zoned as (T)(Q)C2-2D (Commercial with “T” and “Q” Conditions, Height District 2 with Development Limitation). The C2 zone also permits a wide array of commercial uses, as well as any land use permitted in the R4 (Multiple Residential) zone. The Regional Center Commercial land use designation for this lot also permits the R5 zone density calculation of 200 square feet of lot area per dwelling unit for mixed-use projects. In addition, Height District 2 within the C2 zone normally does not impose a height limitation and permits a maximum FAR of 6:1. However, the “D” Limitation, pursuant to Ordinance No. 168,948 (effective September 4, 1993), limits the FAR to 2:1 (as previously limited pursuant to Ordinance No. 165,652). In addition, the “T” Condition indicates a Tentative Zone Classification, which is a City Council requirement for public improvements as a result of zone changes, pursuant to LAMC Section 12.32-G, while the “Q” Conditions identify several landscaping, signage, and security requirements applicable to this lot.

Three lots within the Project Site are zoned R4-2D (Multiple Residential, Height District 2 with Development Limitation), including one lot on the northern portion of the Project Site along De Longpre Avenue and two lots on the southern portion of the Project Site along Afton Place. The R4 zone allows multiple dwelling and apartment house uses, requiring a minimum lot area of 400 square feet per dwelling unit. These three lots are within Height District 2, and are subject to the same “D” limitation, which limits the FAR to 2:1, pursuant to Ordinance No. 165,652 (effective May 6, 1990).

The five remaining lots within the eastern portion of the Project Site are zoned R3-1XL (Multiple Residential, Height District 1-XL). The R3 zone allows multiple dwelling and apartment house uses, requiring a minimum lot area of 800 square feet per dwelling unit. Under Height District 1-XL, development is limited to two stories and 30 feet in height with an FAR of 3:1.

Pursuant to LAMC Section 12.21.A.4(x)(3)(2) and Section 12.21.A.4(x)(3)(6), the Project is eligible for a reduced commercial parking requirement of 2 parking spaces per 1,000 square feet of commercial use because the Project Site is within the Hollywood Redevelopment Plan area as well as the former Los Angeles State Enterprise Zone.⁷ On July 11, 2013, California Governor Edmund G. Brown Jr. signed legislation that resulted in the repeal of the Enterprise Zone Act and the dissolution of Enterprise Zones.⁸ However, the City Council adopted an action on December 18, 2013 that approved the continuation of the reduced parking provision for former Enterprise Zone areas.

(c) Hollywood Redevelopment Plan

Redevelopment Plans outline a community vision and revitalization opportunities within specific neighborhoods across the City. Each Redevelopment Project Area has a unique set of land use restrictions designed specifically to enhance the quality of life for the community. The Hollywood Redevelopment Plan (Redevelopment Plan) was adopted by the City Council on May 7, 1986, and most recently amended on October 31, 2003. The Redevelopment Plan was adopted to support the California Community Redevelopment Law and as such, was designed to improve economically and socially disadvantaged areas, redevelop or rehabilitate under- or improperly utilized properties, eliminate blight, and improve the public welfare.⁹

On December 29, 2011, the California Supreme Court issued its decision in the *California Redevelopment Association v. Matosantos* case, which involved challenging the constitutionality of ABX1 26, the bill that dissolved all redevelopment agencies in California. The decision upheld ABX1 26, which therefore led to the dissolution of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA). The dissolution of the agencies became effective February 1, 2012. ABX1 26, however, did not dissolve adopted

⁷ City of Los Angeles, GeoHub, State Enterprise Zones, <https://geohub.lacity.org/datasets/state-enterprise-zones?geometry=-118.777%2C33.995%2C-117.470%2C34.194>, accessed March 16, 2021.

⁸ California Department of Housing and Community Development, Enterprise Zones, www.hcd.ca.gov/grants-funding/archive/enterprise-zone.shtml, accessed March 16, 2021.

⁹ Community Redevelopment Agency of the City of Los Angeles, *Redevelopment Plan for the Hollywood Redevelopment Project, as first amended on May 20, 2003 (Ordinance No. 175,236)*.

redevelopment plans. Therefore, the Redevelopment Plan and its requirements for development within the Redevelopment Plan Area are still in effect.

As the City elected not to become the successor agency to the CRA/LA, a Designated Local Authority (DLA) was formed and the Governor of California appointed its three-member board to wind down the operations of the former CRA/LA. The DLA is currently tasked with implementing and enforcing the requirements of the Redevelopment Plan. In 2014, the DCP proposed a resolution requesting the transfer of land use authority of redevelopment plans to the City of Los Angeles.¹⁰ The transfer was completed and effective November 11, 2019.¹¹ This Draft EIR addresses the Project's consistency with the Redevelopment Plan, and assumes its applicability until action from the City makes the Redevelopment Plan no longer applicable to the Project Site. For purposes of this Draft EIR, any references to the CRA/LA are intended refer to the City pursuant to these recent changes.

The Redevelopment Plan Area encompasses approximately 1,107 acres and is bounded approximately by Franklin Avenue on the north, Serrano Avenue on the east, Santa Monica Boulevard and Fountain Avenue on the south, and La Brea Avenue on the west.¹² The Project Site is located within the boundaries of the Redevelopment Plan Area. A map of the Redevelopment Plan, included as Exhibit A.1 to the Redevelopment Plan, designates the Project Site for Regional Center Commercial and High Medium Residential land uses. As set forth by Section 502 of the Redevelopment Plan, “the land uses permitted in the [Redevelopment] Project Area shall be those permitted by the General Plan, the applicable Community Plan, and any applicable City zoning ordinance, all as they now exist or are hereafter amended and/or supplemented from time to time.” Section 502 further states that “[in] the event the General Plan, the applicable Community Plan, and/or any applicable City zoning ordinance is amended and/or supplemented with regard to any land use in the Project Area, the land use provisions of [the Redevelopment] Plan, including, without limitation, all Exhibits attached hereto, shall be automatically modified accordingly...”

Section 505 of the Redevelopment Plan designates six residential categories in order to maximize housing choices and encourage the preservation and enhancement of the varied and distinctive residential character of the Hollywood community. The High Medium Residential designation allows up to 60 units per gross acre. According to Section

¹⁰ *Los Angeles Department of City Planning, Recommendation Report, Case No: CPC-2013-3169-CA, May 8, 2014.*

¹¹ *City of Los Angeles Ordinance No. 186,325.*

¹² *CRA/LA, A Designated Local Authority, Hollywood Project Area Overview, www.crala.org/internet-site/Projects/Hollywood/, accessed October 27, 2021.*

506.2 of the Redevelopment Plan, Regional Center Commercial uses shall generally provide goods and services which are designed in a manner that appeals to a regional market as well as to local markets and includes uses such as theaters, restaurants, hotels, offices, and retail or service businesses.¹³ Development in the Regional Center Commercial designation is limited to a FAR of 4.5:1. However, new development may exceed the 4.5:1 FAR limitation to a maximum of 6:1 FAR if the development meets specific objectives set forth in Section 506.2.3 of the Redevelopment Plan, or as allowed by future amendments to the Community Plan, and the Project Applicant enters into a written agreement with the CRA/LA. Section 506.3 of the Redevelopment Plan also encourages the development of new and rehabilitated residential uses in the Regional Center Commercial land use designation.

(d) Citywide Design Guidelines

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

b. Existing Conditions

(1) Project Site

As discussed in Section II, Project Description, of this Draft EIR, the Project Site is currently occupied by a mix of uses that consist of a post-production facility, a commercial building, six bungalows, and an eight-unit multi-family residential building. The six bungalows on the eastern portion of the Project Site are contributing structures within the

¹³ *Hollywood Redevelopment Plan, May 20, 2003.*

Afton Square Historic District, a designated California Register historic district. Three of the six bungalows are occupied by office/post-production uses, while the three remaining bungalows are currently vacant. The eight-unit multi-family residential building is also vacant. The ancillary buildings, such as sheds and garages, adjacent to the bungalows are non-contributing features to the historic district. A surface parking lot is also located behind the commercial building. The Project Site includes ornamental trees and shrubs within yards located within the northeastern portion of the Project Site.

As previously discussed, and as shown above in Figure IV.G-1 on page IV.G-10, the eight western parcels on the Project Site nearest to Vine Street are currently designated as Regional Center Commercial and the five remaining parcels within the eastern portion of the Project Site are currently designated Medium Residential by the Community Plan.¹⁴ As shown in Figure IV.G-2 on page IV.G-11, the Project Site is zoned by the LAMC as C4-2D-SN (Commercial, Height District 2 with Development Limitation, HSSUD), (T)(Q)C2-2D (Commercial with “T” and “Q” Conditions, Height District 2 with Development Limitation), R4-2D (Residential, Height District 2 with Development Limitation), and R3-1XL (Residential, Height District 1-XL).

(2) Surrounding Uses

As shown in the aerial photograph in Figure II-2 in Section II, Project Description, of this Draft EIR, the Project Site is located in a highly urbanized area characterized by commercial and residential uses, including the Sunset Vine tower to the north; multi-family residential uses to the east; hospital/medical uses to the northeast; commercial and single-family residential uses to the south; and the mixed-use Academy on Vine development under construction to the west. Major arterials within the Project vicinity, such as Sunset Boulevard, are generally developed with more dense residential and commercial development, while lower density mixed-use and residential areas are located along the adjacent collector streets.

3. Project Impacts

a. Thresholds of Significance

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

¹⁴ *City of Los Angeles Department of City Planning, The Citywide General Plan Framework: An Element of the City of Los Angeles General Plan, Figure 3-1: Long Range Land Use Diagram—Metro, re-adopted by City Council on August 9, 2001.*

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

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

In assessing impacts related to land use in this section, the City will use Appendix G as the thresholds of significance. The factors and considerations identified below from the *L.A. CEQA Thresholds Guide* will be used where applicable and relevant to assist in analyzing the Appendix G threshold questions.

The *L.A. CEQA Thresholds Guide* identifies the following criteria to evaluate land use:

(1) Land Use Consistency

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

(2) Land Use Compatibility

- The extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided, or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the project.

b. Methodology

The determination of whether the Project conflicts with any applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect is based upon a review of plans, policies, and regulations that are applicable to the Project Site. State CEQA Guidelines Section 15125(d) requires that an EIR discuss any inconsistencies with applicable plans. A conflict between a project and an applicable plan is not necessarily a significant impact under CEQA unless the inconsistency will result in an adverse physical change to the environment that is a “significant environmental effect” as defined by CEQA Guidelines Section 15382.

Specifically, as provided in Continuing Education of the Bar, Practice Under the California Environmental Quality Act, Section 12.34:

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

Analysis of conflicts and consistency with applicable plans is included in this section of the Draft EIR. Under State Planning and Zoning law (Government Code Section 65000, et seq.), strict conformity with all aspects of a plan is not required. Generally, plans reflect a range of competing interests and agencies are given great deference to determine consistency with their own plans. As discussed in the Office of Planning and Research (OPR) State of California General Plan Guidelines, a proposed project should be considered consistent with a general plan or elements of a general plan if it furthers one or more policies and does not obstruct other policies. Generally, given that land use plans reflect a range of competing interests, a project should be compatible with a plan’s overall goals and objectives but need not be in perfect conformity with every plan policy.¹⁵

c. Project Design Features

No specific project design features are proposed with regard to land use beyond the Project improvements discussed in Section II, Project Description, of this Draft EIR.

d. Relevant Project Characteristics

(a) Project Overview

As discussed in Section II, Project Description, of this Draft EIR, the Project proposes two development options—the Residential Option and the Office Option.

The Residential Option would develop a new high-rise building with four levels of subterranean parking consisting of up to 429 new residential units, including 36 units designated for Very Low Income households, an approximately 55,000-square-foot grocery store, approximately 5,000 square feet of neighborhood-serving commercial retail uses, and 8,988 square feet of uses in the bungalows. The bungalows would be rehabilitated and adapted for reuse as either restaurants or 12 residential units, in which case the

¹⁵ Governor’s Office of Planning and Research, *State of California General Plan Guidelines, Chapter 9: Implementation, 2017.*

development would still propose a total of 429 residential units. The new building would be 360 feet 4 inches in height when accounting for rooftop mechanical equipment.

The Office Option would develop a new high-rise building with eight levels of subterranean parking with approximately 463,521 square feet of office uses and 11,914 square feet of restaurant uses in the proposed building, as well as 8,988 square feet in the bungalows. The bungalows would be rehabilitated and adapted for reuse as either restaurants or nine residential units. The new building would be 303 feet when accounting for rooftop mechanical equipment.

The discussion and analysis below account for both development options and the term “Project” is used to describe all development scenarios unless stated otherwise.

To accommodate the Project, the existing low-rise commercial buildings and an eight-unit multi-family building within the eastern portion of the Project Site would be removed. During grading and construction activities, the six historic bungalows within the eastern portion of the Project Site, which are currently used for post-production, would be temporarily removed from the Project Site. A Preservation Plan would be implemented to relocate and adapt the bungalows for reuse as restaurant uses or as residential units. The ancillary shed and garage buildings adjacent to the bungalows are non-contributing features to the historic district and would be removed to accommodate the proposed Project.

(b) Building Design

The Residential Option and Office Option would develop the new high-rise building within the western portion of the Project Site, fronting Vine Street, Afton Place, and De Longpre Avenue, while the six bungalows would be relocated along the eastern portion of the Project Site. Both high-rise buildings of the proposed options would feature contemporary architectural styles and articulated façades.

Under the Residential Option, the 32-story high-rise building would feature a rectangular podium comprised of Levels 1 through 9, which would contain neighborhood-serving commercial retail uses, grocery store, and residential units. The residential tower of the high-rise building would be situated atop the podium within the northwest portion of the Project Site. As such, the height of the Project would transition from the highest point of the building at Vine Street and De Longpre Avenue to the lower-scaled historic bungalows and other residential uses to the east. The proposed residential tower within the northwestern portion of the Project Site (at Vine Street and De Longpre Avenue) would be similar in height to other high-rise buildings along Vine Street, while the proposed podium within the southwestern portion of the Project Site (at Vine Street and Afton Place) would be reduced in scale in the form of a 9-story podium. Along the eastern façade, the

building would be terraced at Level 3. Furthermore, on the ground floor, the new building within the western portion of the Project Site would be separated from the relocated bungalows within the eastern portion of the Project Site by an approximately 22- to 57-foot private buffer that would include a pedestrian walkway. This buffer would provide access to the bungalows and the ground floor of the new building, as well as access between De Longpre Avenue and Afton Place.

Under the Office Option, the proposed 17-story high-rise building would be designed in a modern architectural style and would be clad in full-height glass curtain wall from Levels 2 through 17, the topmost floor of which features a portion of the wall cut away at an outdoor deck, forming the tower's simple but memorable signature on the skyline. The building's second level and corner at De Longpre Avenue are similarly clad in glass curtain wall but also feature the addition of dense vertical fins at each vertical mullion. This design allows the tower's structure to be expressed on the outside of the building and signals the main lobby and restaurant uses at the ground level. Specifically, the high-rise building would feature a main entrance fronting Vine Street and ground-level restaurant uses facing Vine Street, De Longpre Avenue, and Afton Place. In addition, a spacious terrace with landscaping and seating would be provided at the ground level east of the new building near the bungalows. The Office Option would include a private buffer to separate the new high-rise building in the western portion of the Project Site and the relocated bungalows within the eastern portion of the Project Site.

Both the Residential Option and Office Option have been designed to provide an enhanced pedestrian environment. Pedestrian access within and around the proposed development would include landscaped sidewalks along Vine Street, Afton Place, and De Longpre Avenue. New landscaping and trees would also be planted between each bungalow and along the eastern boundary line as well as between the proposed high-rise building and rehabilitated bungalows.

(c) Open Space, Recreational Amenities, and Landscaping

The Residential Option would provide 54,850 square feet of open space, exceeding the 54,275 square feet of open space required by the LAMC. The ground level of the Project Site would include approximately 13,350 square feet of publicly accessible outdoor landscaped open space, and an indoor 1,000-square-foot common access lobby. Level 10 of the building would include a 13,800-square-foot outdoor amenity deck with recreational features such as a pool with chaise lounges, seating areas, fire pits, and new trees and shrubs. In addition, interior residential amenity spaces on the Level 10 totaling approximately 10,250 square feet would abut the pool amenity deck, and may include a fitness center and club room. The Residential Option would also provide 16,450 square feet of private balconies.

If the Office Option is developed with restaurants (i.e., not residential uses) within the rehabilitated bungalows, then open space would not be required by the LAMC. Nonetheless, this scenario would provide 15,541 square feet of outdoor open space on the ground floor, a 4,969-square-foot outdoor deck on Level 17, and 15,821 square feet of indoor amenities on Level 17. Such indoor amenities would include an 8,243-square-foot fitness center, 1,283-square-foot yoga room, 3,156-square-foot lounge, and 3,139-square-foot billiard room.

The Office Option would include nine two-bedroom residential units within the rehabilitated bungalows and would be required by the LAMC to provide 2,100 square feet of open space. The Office Option would provide 15,541 square feet of outdoor amenities on the ground floor, which would include a minimum of 2,100 square feet of open space for bungalow residents east of the private buffer. As such, the Office Option would meet LAMC open space requirements. In addition, the new building of the Office Option would include a 4,969-square-foot outdoor deck and 15,821 square feet of indoor amenities on Level 17.

There are seven on-site trees located within the Project Site and six street trees located along Afton Place and Vine Street. These trees would be removed as part of the Project. Ten of these trees have a diameter at breast height (DBH) of less than 8 inches; three trees have a DBH greater than 8 inches. None of the trees are of a species that is protected by the LAMC. The six street trees would be replaced on a minimum 2:1 basis with a minimum of 24-inch box trees or as determined by the Department of Public Works.

Extensive landscaping and trees would be provided at the Project's ground floor along the sidewalk, between the new high-rise building and historic bungalows, and at the ground floor of the bungalows. In addition, the Project's amenity deck would be landscaped with trees and planters. A total of 146 new trees would be provided on-site throughout the ground and amenity levels. New shrubs and perennials would also be planted throughout the ground and amenity levels.

In addition to providing ground floor landscaping and trees identical to the Residential Option between the new high-rise building and historic bungalows, the Office Option would provide landscaped balconies throughout the high-rise office building and install trees and planters on the outdoor amenity deck on Level 17. Overall, the Office Option would provide 146 new trees on-site.

(d) Signage and Lighting

Signage for the Residential Option and Office Option would be designed to be aesthetically compatible with the contemporary architectural style of the Project and other signage in the area. Additionally, the Project is within the HSSUD and would comply with

all requirements under this district. Proposed signage would include mounted project identity signage, building and commercial tenant signage, and general ground-level and wayfinding pedestrian signage. Wayfinding signs would be located at parking garage entrances, elevator lobbies, vestibules, and residential corridors.

Exterior lighting along the public areas would include pedestrian-scale (i.e., lower to the ground, spaced closer together) fixtures. Exterior lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the site. Project lighting will be designed to minimize light trespass from the Project Site and would comply with all LAMC requirements.

All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would require approval from the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on sidewalks and roadways while minimizing light and glare on adjacent properties.

(e) Access, Circulation, and Public Transportation

Vehicle access for the proposed uses of the Residential Option would be provided via a right-in/right-out driveway on Vine Street and a two-way all-way access driveway on De Longpre Avenue. Both driveways would provide access to the subterranean parking garage. The commercial and/or residential truck loading docks would be located adjacent to the De Longpre Avenue driveway. No vehicular access off of Afton Place is proposed for the Residential Option.

Vehicle access for the proposed uses of the Office Option would be provided via three driveway scenarios: (1) a right-in/right-out driveway on Vine Street and a two-way all-way access driveway on De Longpre Avenue; (2) all-access driveways on Afton Place and De Longpre Avenue; or (3) all-access driveways on Afton Place and De Longpre Avenue with an added cul-de-sac (i.e., street closure to through traffic) directly east of the driveway on Afton Place. All driveways would provide access to the subterranean parking garage. All scenarios would locate the loading dock adjacent to the De Longpre driveway.

Under the Residential Option, pedestrian access to the ground floor neighborhood-serving commercial retail uses would be available from Vine Street and Afton Place. Building residents would access the residential lobby from an entrance on De Longpre Avenue. Residents would also be able to enter the building from stairs/elevators accessible from Vine Street.

Under the Office Option, pedestrian access to the ground floor restaurants would be available from Vine Street, De Longpre Avenue, and Afton Place. Office tenants would access the office lobby from an entrance on Vine Street. Office tenants would also be able to enter the above-grade office levels from stairs/elevators accessible from Afton Place.

Both Project options would also provide a 22- to 57-foot private buffer between the new building and rehabilitated bungalows. The Project area generally has an established network of pedestrian facilities including sidewalks, crosswalks, and pedestrian safety features. Approximately 8- to 18-foot-wide sidewalks are provided throughout the Project vicinity. In addition, Vine Street and Fountain Avenue are designated bicycle routes.

There are multiple public transportation options in the immediate area of the Project Site. In particular, the Metro B Line (Red) Line Hollywood/Vine Station is located approximately 0.4 miles north of the Project. Additionally, Metro and LADOT operate numerous bus lines with stops located in close proximity to the Project Site. Specifically, the Metro Line 210 local bus runs along Vine Street in the northbound/southbound direction. Bus stops for this line are located directly north of De Longpre Avenue for the northbound direction, and across from the Project Site on Vine Street directly south of De Longpre Avenue for the southbound direction. In total, seven local Metro (Routes 2, 4, 180, 210, 217, 212, and 222) and three LADOT DASH lines (Hollywood, Beachwood Canyon, and Hollywood/Wilshire) service the area.

(f) Parking

Based on LAMC requirements and in accordance with City Ordinance No. 185,480, if developed with restaurants within the bungalows, the Residential Option would be required to provide 689 vehicle parking spaces (568 residential and 121 commercial vehicle parking spaces). If developed with residential units within the bungalows, the Residential Option would be required to provide a minimum of 673 vehicle parking spaces (568 residential and 105 commercial/retail vehicle parking spaces). In addition, the Residential Option with bungalows reused as restaurants would be required to provide 269 bicycle parking spaces (53 short-term and 216 long-term), and the Residential Option with bungalows reused as residential units would be required to provide 261 bicycle parking spaces (49 short-term and 212 long-term) outdoors and within a secure subterranean area.

If developed with restaurants or residential units bungalows within the bungalows, the Residential Option would comply with the above requirements by providing a total of 764 vehicle parking spaces (598 residential and 166 commercial vehicle parking spaces) within the four subterranean levels and 269 bicycle parking spaces (53 short-term and 216 long-term). Also consistent with City Ordinance No. 185,480 requirements, short-term bike parking spaces would be provided outside the building in close proximity to the

building entrances, and the long-term bicycle parking would be provided inside the subterranean parking in secured areas.

Based on LAMC requirements and in accordance with City Ordinance No. 185,480, if developed with restaurants within the bungalows, the Office Option would be required to provide 969 vehicular parking spaces (927 office and 42 restaurant vehicle parking spaces) and 160 bicycle parking spaces (57 short-term and 103 long-term). This development scenario would comply with requirements by providing 1,693 vehicle parking spaces (1,651 office and 42 restaurant vehicle parking spaces) and the required 160 bicycle parking spaces (57 short-term and 103 long-term).

If developed with nine residential units within the bungalows, the Office Option would be required to provide 969 vehicular parking spaces (927 office, 24 restaurant, and 18 residential vehicle parking spaces) and 162 bicycle parking spaces (54 short-term and 108 long-term). This development scenario would comply with requirements by providing 1,705 vehicle parking spaces (1,657 office, 24 restaurant, and 18 residential vehicle parking spaces) and the required 162 bicycle parking spaces (54 short-term and 108 long-term).

(g) FAR, Density, and Setbacks

(i) Residential Option

(1) FAR

The lot area of the R3 zoned portion of the Project Site's buildable area used for calculate floor area is 27,875 square feet, which with a 3:1 FAR would allow 83,625 square feet of floor area. The Project proposes to locate 8,988 square feet of floor area within the R3 zone where the six historic bungalows would be relocated. The lot area of the C4 zoned portion of the Project Site after dedications is 53,175 square feet, and with approval of the proposed Zone and Height District Change, a 6:1 FAR would be allowed. Therefore, the C4 zoned portion of the Project Site would permit 319,050 square feet of floor area. The Residential Option requests a Waiver of Development Standard to permit an approximately 50-percent floor area increase within the C4 zoned parcels to permit 475,433 square feet of floor area within the C4 zone. In addition, the Residential Option requests a Waiver of Development Standard to calculate buildable area prior to street dedications. Overall, under the Residential Option, the total proposed FAR for the Project Site is 5.4:1.¹⁶

¹⁶ This is based on the gross lot area prior to dedications per the on-menu density bonus incentive. Without such incentive, the FAR would be 5.98:1 based on a net lot area of 81,050 square feet.

(2) Density

The C4 zone, in conjunction with the Project Site's Regional Center Commercial land use designation and pursuant to LAMC Section 12.22-A,18, permits density equivalent to the R5 (Multiple Residential) zone, or one dwelling unit per 200 square feet of lot area for mixed-use projects. Under the Residential Option, with approval of the requested Zone Change, the 55,000-square-foot portion of the Project Site located within the C4 zone would permit a maximum of 275 dwelling units (55,000 sf/200 sf). The 34,500-square-foot R3 zoned portion of the Project Site permits one dwelling unit per 800 square feet of lot area, which would permit 44 dwelling units (34,500 sf/800 sf). Thus, a total of 319 dwelling units would be permitted across the Site.

Pursuant to LAMC Section 12.22-A,25, the Residential Option includes a request for a 35-percent density bonus for a total of 429 dwelling units by providing 11 percent (36 units) of the permitted base density (319 units) for Very Low Income Households. The Residential Option also requests approval of two on-menu incentives to: (1) calculate density prior to street dedications pursuant to LAMC Section 12.22-A,25(f)(7); and (2) average density across the Project Site pursuant to LAMC Section 12.22-A,25(f)(8). In addition, in accordance with LAMC Section 12.22-A,25(g)(3), the Residential Option also requests two Waivers of Development Standards: (1) to permit a 50-percent floor area increase within the C4 zoned parcels; and (2) to calculate buildable area prior to street dedications.

(3) Setbacks

The proposed frontage within the proposed C4 zone portion abutting Vine Street, Afton Place, and De Longpre Avenue require no setbacks.¹⁷ For the Residential Option, the relocated bungalows would observe the required 5-foot side yard setback along Afton Place and De Longpre Avenue, and a 15-foot rear yard along the eastern property line. As discussed below, pursuant to LAMC Section 12.32-R, a building line removal is requested to remove the 10-foot building line along Vine Street.

(ii) Office Option

(1) FAR

The Office Option would require approval of a Zone Change and Height District Change to C4-2 and a General Plan Amendment for the five easterly parcels to Regional Center to create a unified Regional Center land use designation on the Project Site. With approval of the Zone Change and the General Plan Amendment, and showing

¹⁷ LAMC Sections 12.16 and 12.22.-A.18

conformance with the Redevelopment Plan, a maximum FAR of 6:1 would be permitted on the Project Site. Based on the Buildable Area of 81,050 square feet (same as lot area in the C4 zone), a maximum of 486,300 square feet of floor area would be permitted. The Office Option proposes 484,423 square feet of floor area, which would be permitted with approval of the Zone Change, General Plan Amendment, and Redevelopment Plan approval. The [Q] conditions would limit the total residential floor area to 8,998 square feet, which is less than the amount permitted by current zoning.

(2) Density

The Office Option would require approval of a Zone Change and Height District Change to [Q]C4-2 and a General Plan Amendment for the five easterly parcels to Regional Center to create a unified Regional Center land use designation on the Project Site. The [Q] conditions would limit residential density to a maximum of 9 units which is significantly less than the 179 units allowed under the existing zoning.

The Office Option with restaurants within the rehabilitated bungalows, would not include any residential units and thus would comply with the [Q] conditions.

The Office Option with nine residential dwelling units within the rehabilitated bungalows, would also be in compliance with the [Q] conditions.

(3) Setbacks

If the Office Option is developed with nine residential dwelling units within the rehabilitated bungalows, side and rear yard setbacks at R4 standards would be required. The relocated bungalows would observe the required 5-foot side yard setback along Afton Place and De Longpre Avenue, and a 15-foot rear yard along the eastern property line. As discussed below, pursuant to LAMC Section 12.32-R, a building line removal is requested to remove the 10-foot building line along Vine Street.

(h) Sustainability Features

The Project would be designed and constructed to incorporate features to support and promote environmental sustainability. “Green” principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the sustainability intent of the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED®) program to meet the standards of LEED Silver® or equivalent green building standards, pursuant to GHG-PDF-1 as described in Section IV.D, Greenhouse Gas Emissions, of this Draft EIR. These include energy conservation, water conservation, waste reduction features, and a pedestrian- and bicycle-friendly site design. The Project would also utilize sustainable planning and building strategies and incorporate

the use of environmentally-friendly materials, such as non-toxic paints and recycled finish materials, whenever feasible. The sustainability features to be incorporated into the Project would include, but would not be limited to, high-efficiency plumbing fixtures, water-efficient landscape design, drip and hydro-zoning irrigation systems to promote a reduction of indoor and outdoor water use. The Project would also include energy-efficient lighting technologies and fenestration designed for solar orientation. The Project would exceed Title 24, Part 6, California Energy Code baseline standard requirements by 10 percent for energy efficiency, based on the 2019 Building Energy Efficiency Standards requirements.

Pursuant to City of Los Angeles Ordinance 186,485 and Ordinance 186,488, 30 percent of the total parking spaces provided by the Project would be capable of supporting future electric vehicle supply equipment (EVSE). Additionally, 10 percent of spaces are required to have EV charging stations. The Project's parking garage would include a minimum of 10 percent of the parking spaces with dual-port electric vehicle charging stations, and these spaces count towards the overall 30 percent requirement. In accordance with CALGreen requirements, the Project would also ensure that 10 percent of the total roof areas are solar-ready.

(i) Necessary Approvals

(i) Residential Option

The City of Los Angeles has the principal responsibility for approving the Project. Approvals required for development of the Project may include, but not limited to, the following:

- Pursuant to LAMC Section 12.32 Q, a Vesting Zone and Height District Change from C4-2D-SN to [Q]C4-2-SN and from (T)(Q)C2-2D and R4-2D to [Q]C4-2 for the eight westerly parcels within the Regional Center Commercial land use designation.
- Pursuant to LAMC Section 12.32 R, a Building Line Removal to remove a 10-foot building line along Vine Street.
- Pursuant to LAMC Section 12.22 A.25, Density Bonus Compliance Review for a 35-percent density bonus with 11 percent or 36 units designated for Very Low Income Households, utilizing Parking Option No. 1 and two on-menu incentives and two Waivers of Development Standards (Off-Menu).
 - Pursuant to LAMC Section 12.22 A.25(f)(7), an On-Menu incentive to calculate density prior to street dedications.
 - Pursuant to LAMC Section 12.22 A.25(f)(8), an On-Menu incentive to average density across the [Q]C4-2-SN and R3-1XL zones.

- Pursuant to LAMC Section 12.22 A.25(g)(3), a Waiver of Development Standard to permit a 50-percent floor area increase within the C4 zoned parcels.
- Pursuant to LAMC Section 12.22 A.25(g)(3), a Waiver of Development Standard to calculate buildable area prior to street dedications.
- Pursuant to LAMC Section 12.24 W.1, Main Conditional Use Permit to allow one off-site license and one on-site license for the sale of a full line of alcoholic beverages for a grocery store, and three on-site licenses for the sale of a full line of alcoholic beverages within three restaurants.
- Pursuant to LAMC Section 12.24 X.12, a Zoning Administrator’s Determination to allow commercial uses within six relocated historic bungalows designated on the California Register within the R3-1XL zone.
- Pursuant to LAMC Section 16.05 C.1, Site Plan Review for up to 429 residential units and up to 68,988 square feet of commercial uses.
- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map for the merger and resubdivision of the Project Site into three ground lots and for condominium purposes, and pursuant to LAMC Section 17.13, approval of a haul route.
- Pursuant to California Government Code Sections 65864-65869.5, a Development Agreement.
- Any land use approvals that may be required under the Hollywood Redevelopment Plan; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

(ii) Office Option

- Pursuant to LAMC Section 11.5.7(b), a General Plan Amendment for the five easterly parcels from Medium Residential to Regional Center.
- Pursuant to LAMC Section 12.32-Q, a Vesting Zone and Height District Change from C4-2D-SN to [Q]C4-2-SN for the four westerly parcels, and from (T)(Q)C2-2D and R4-2D and R3-1XL to [Q]C4-2 for the remaining nine parcels. The [Q] conditions would, among other things, limit residential density to nine units, residential floor area to 8.988 square feet, and residential height to 20 feet.
- Pursuant to LAMC Section 12.32 R, a Building Line Removal to remove a 10-foot building line along Vine Street.

- Pursuant to LAMC Section 12.24 W.1, Main Conditional Use Permit to allow for the sale of a full line of alcoholic beverages.
- Pursuant to LAMC Section 16.05 C.1, Site Plan Review for more than 50,000 square feet of commercial uses.
- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map for the merger and resubdivision of the Project Site into three ground lots and for condominium purposes, and pursuant to LAMC Section 17.13, approval of a haul route.
- Any land use approvals that may be required under the Hollywood Redevelopment Plan and the LAMC, including approval to exceed the Plan's 4.5 overall to 1 FAR limit for the Regional Center Commercial designated areas.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

e. Project Impacts

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

(1) Impact Analysis

Given the existing context, the Project would not divide an established community. The proposed uses are consistent with the types of land uses already present or proposed in the surrounding area and development of the Project would occur entirely within the Project Site boundaries. Additionally, the proposed uses would be compatible with the variety of existing land uses and building types in the surrounding area which include commercial and residential uses. The scale of the new building proposed by the Residential and Office Options would be comparable to the Sunset Vine Tower (approximately 297 feet) located at Sunset Boulevard and Vine Street, north of the Project Site, and Sunset Media Center (approximately 291 feet) located at Argyle Avenue and Sunset Boulevard, northeast of the Project Site. The implementation of the Project would result in further infill of an already developed community with similar and compatible land uses. **Therefore, the Project would not physically divide an established community, and Project impacts with respect to Threshold (a) would be less than significant.**

(2) Mitigation Measures

Project-level impacts with regard to the physical division of an established community would be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Project-level impacts with regard to the physical division of an established community were determined to be less than significant without mitigation. Therefore, no mitigation measures were required, and the impact level remains less than significant.

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

(1) Impact Analysis

As discussed above, various regional and local plans and regulatory documents guide development of the Project Site. The following discussion addresses the Project's consistency with the requirements and policies of SCAG's RTP/SCS, the General Plan Framework Element, Mobility Plan, Conservation Element, Housing Element, Health and Wellness Element, Hollywood Community Plan Community Plan, LAMC, and the Citywide Design Guidelines that were specifically adopted for the purpose of avoiding or mitigating an environmental effect.

(a) Consistency with SCAG RTP/SCS

The Project's general consistency with the applicable goals set forth in the SCAG RTP/SCS is analyzed in Table 1 of Appendix K to this Draft EIR. As detailed therein, the Project would not conflict with the applicable goals set forth in the 2020–2045 RTP/SCS adopted for the purpose of avoiding or mitigating an environmental effect. The Project would support the RTP/SCS goals to protect the environment and health of the region's residents by improving air quality, and encouraging active transportation (e.g., bicycling and walking). The Project would be developed within an existing urbanized area that provides an established network of roads and freeways that provide local and regional access to the area, including the Project Site. In addition, the Project Site is served by a variety of nearby mass transit options, including a number of rail and bus lines. The availability and accessibility of public transit in the vicinity of the Project Site is documented by the Project Site's location within a designated SCAG HQTAs and TPAs, as defined by PRC Section 21099. In addition, the Project would provide bicycle parking spaces and would enhance pedestrian activity in the area by providing landscaped sidewalks and human-scale commercial/retail/restaurant frontages on the ground floor. The Residential Option would feature a paseo with access from De Longpre Avenue and Afton Place. The Project would also be designed to meet the standards of LEED Silver® or equivalent green building standards and would feature vehicle parking spaces equipped with EV charging stations as well as additional facilities capable of supporting future EVSE. As such, the Project would support the reduction in greenhouse gas emissions, encourage the use of alternative modes of transportation (i.e., walking, biking, and public transit), and reduce

dependency on single-occupancy vehicles. As such, with design based on smart growth principles, the Project would maximize mobility and accessibility by providing opportunities for the use of several modes of transportation, including convenient access to public transit and opportunities for walking and biking.

The Project would also support the goals of the RTP/SCS to maximize the productivity of the region's transportation system and to improve mobility, accessibility, reliability, and travel safety for people and goods. Regarding freeway-off-ramp safety, as detailed in Section IV.J, Transportation, of this Draft EIR and based on LADOT's interim freeway off-ramp safety guidance, a potential safety issue at the US-101 Northbound Off-Ramp to Sunset Boulevard was identified. Per the guidance, operational changes were explored to mitigate the potential safety issue at the location and Mitigation Measure TR-MM-1 was identified: addition of a protected/permitted left-turn phase with reoptimized signal timing for westbound Sunset Boulevard at Van Ness Avenue. This measure would address the identified safety issue by partially alleviating congestion on Sunset Boulevard that in turn affects the off-ramp, reducing the off-ramp queue onto the freeway mainline and fully mitigating the Project impact. As such, the Project's contribution would not be cumulatively considerable; however.

Therefore, the Project would not conflict with the applicable goals of the 2020–2045 RTP/SCS adopted for the purpose of avoiding or mitigating an environmental effect.

(b) Consistency with Local Plans and Applicable Policies

(i) Los Angeles General Plan

(1) City of Los Angeles General Plan Framework Element

The Project's general consistency with the applicable goals, objectives, and policies set forth in the Framework Element adopted for the purpose of avoiding or mitigating an environmental effect is discussed in detail in Table 2 of Appendix K of this Draft EIR. Provided below is a general discussion of whether the Project would conflict with any applicable goals, objectives, and policies of the General Plan adopted for the purpose of avoiding or mitigating an environmental effect.

(a) Land Use Chapter

The Framework Element Land Use Diagrams designate districts, centers and mixed-use boulevards. The Project Site is located in an area that is identified as a Regional Center on the Framework Element's Long Range Land Use Diagram for the City's Metro area. The Project would support and would be generally consistent with the Framework Element Land Use Chapter as it would contribute to the needs of the City's existing and future residents, businesses, and visitors by providing multi-family residential,

neighborhood-serving commercial retail, office, restaurant, and/or grocery store uses. In addition, development of the Project in an area with convenient access to public transit and opportunities for walking and biking would promote an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled (VMT), and air pollution, while supporting the City's objective to encourage new multi-family residential, retail, restaurant, and office uses along primary transit corridors/boulevards and in designated Regional Centers.

The Project would also support the City's policy to provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhances the character of commercial districts by constructing the Project within an area of Hollywood that is characterized by low-, mid-rise, and high-rise buildings that are occupied by a variety of office, commercial, residential, restaurant, and entertainment-related uses. The mix of land uses proposed by the Project would be similar to the existing land uses surrounding the Project Site and would be contained within a new mixed-use high-rise building within the western portion of the Project Site. In addition, the six historic bungalows on the eastern portion of the Project Site would be relocated and rehabilitated for restaurant or residential uses in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

The Project's new high-rise building would feature a contemporary architectural style with the main façade fronting on Vine Street. The proposed maximum building height (approximately 360 feet for the Residential Option and 330 feet for the Office Option) would be similar to and compatible with the Sunset Vine Tower, the Sunset Media Center, and other high-rise buildings within the vicinity. As described above for the Residential Option, the residential tower of the high-rise building would be situated atop the podium within the northwest portion of the Project Site. The height of the building would transition from the 32-story residential tower within the northwestern portion of the Project Site (at Vine Street and De Longpre Avenue), which would be the highest point of the building, to the proposed 9-story podium within the southwestern portion of the Project Site (at Vine Street and Afton Place). Along the eastern façade, the building would be terraced at Level 3. As such, the proposed mixed-use building would be designed to step down to the generally lower-scaled and lower-density historic bungalows within the Afton Square Historic District and other residential uses to the east.

Under the Office Option, the new 17-story high-rise building has been designed in a modern architectural style with glass façade. The high-rise building would feature a main entrance fronting Vine Street and ground-level restaurant uses facing Vine Street and Afton Place. The primary entrance to the building is signaled architecturally by a change in plane of the façade at the corner of De Longpre Avenue and Vine Street. A portion of the building would feature dense vertical fins and design that allow the tower's structure to signal the main lobby and restaurant uses at the ground level. The upper levels would include offices and associated uses with a roof garden at the penthouse level. Additionally,

the Project would include a spacious terrace with landscaping and seating proposed at the ground level east of the new building near the bungalows. As such, the Project would enhance the livability of the site. Furthermore, the new building within the western portion of the Project Site would be separated from the relocated bungalows within the eastern portion of the Project Site by an approximately 22- to 57-foot buffer, which would be private to tenants under both the Residential and Office Option. The Project would also promote a pedestrian-friendly environment by siting residential and neighborhood-serving commercial retail, restaurant, and grocery store on the ground floor, and improving the streetscape by adding trees and landscaping. Therefore, the Project would not conflict with the applicable goals, objectives, and policies set forth in the Framework Element's Land Use Chapter adopted for the purpose of avoiding or mitigating an environmental effect.

(b) Housing Chapter

The Project would support the City's objective to plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types. The Residential Option would provide 429 new multi-family residential units (including 36 units designated for Very Low Income households), consisting of one-bedroom units, one-bedroom units with dens, and two-bedroom units, and the Office Option with residential bungalows would provide nine market rate two-bedroom units. In addition, the Project would encourage the location of new multi-family housing to occur in proximity to transit by constructing the Project in an area well-served by public transit, including bus stops along Vine Street and the Metro B Line (Red) Hollywood/Vine Station located approximately 0.4 miles north of the Project Site. Therefore, the Project would not conflict with the applicable objectives and policies that support the goals set forth in the Framework Element's Housing Chapter adopted for the purpose of avoiding or mitigating an environmental effect.

(c) Urban Form and Neighborhood Design Chapter

The Project would be generally consistent with the relevant objectives and policies that support the goals of the Framework Element's Urban Form and Neighborhood Design Chapter. The Project would specifically support the City's goal to provide a livable City for existing and future residents by developing a mixed-use Project containing multi-family residential, neighborhood-serving commercial retail, office, restaurant, and/or grocery store uses that would activate the infill Project Site. As described previously, the Residential Option's new mixed-use building would feature a contemporary architectural design and would transition in height from a 32-story residential tower to a 9-story podium and would be terraced along the eastern façade, and the Office Option would include a 17-story building of modern architectural style with a glass façade. The new building in the western portion of the Project Site would be separated from the rehabilitated historic bungalows within the eastern portion of the Project Site by an approximately 22- to 57-foot buffer, which would be a private walkway under Office Option. The Project would also site commercial retail, restaurant, and

grocery store uses on the ground level to encourage pedestrian activity on and adjacent to the Project Site. The proposed landscaping along Vine Street, De Longpre Avenue, and Afton Place would further contribute to a visually appealing streetscape and enhance the livability of the Project Site and vicinity. In addition, the Project would also design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites to increase personal safety. Therefore, the Project would not conflict with the applicable objectives and policies that support the goals set forth in the Framework Element's Urban Form and Neighborhood Design Chapter adopted for the purpose of avoiding or mitigating an environmental effect.

(d) Open Space and Conservation Chapter

The Project would include a variety of open space and recreational amenities for residents, tenants, and visitors. On the ground level, the Residential Option would provide a 22- to 57-foot landscaped and private pedestrian walkway between the new mixed-use building and the relocated bungalows. The Residential Option would also provide a dog run on the ground level near the relocated bungalows, as well as an indoor common access lobby in the mixed-use building. In addition, the Residential Option would provide indoor and outdoor open space for residents on Level 10. Specifically, the outdoor landscaped amenities deck on Level 10 would feature a pool with chaise lounges, seating areas, and fire pits. The indoor space for residential amenities on Level 10 may include a fitness center and club room. Furthermore, the Residential Option would provide 16,450 square feet of outdoor private balconies for residential use. In total, the Residential Option would provide approximately 54,850 square feet of open space, which would exceed the 54,275 square feet required by the LAMC. The Office Option would provide 15,541 square feet of outdoor amenities on the ground floor, which would include a minimum of 2,100 square feet of open space for bungalow residents east of the private buffer. As such, the Office Option would exceed LAMC open space requirement of 1,575 square feet for the nine two-bedroom residential units. In addition, the new building of the Office Option would include a 4,969-square-foot outdoor deck and 15,821 square feet of indoor amenities on Level 17. Therefore, the Project would not conflict with the applicable objectives and policies that support the goals set forth in the Framework Element's Open Space and Conservation Chapter adopted for the purpose of avoiding or mitigating an environmental effect.

(e) Infrastructure and Public Services Chapter

The Project would support the City's policy and objective to reduce the total amount of flow entering the stormwater system, as well as pursue effective and efficient approaches to protecting water quality by implementing a SWPPP during construction that would include BMPs and other erosion control measures to minimize the discharge of pollutants in stormwater runoff. During operation, the Project would include BMPs in accordance with the City's LID Ordinance requirements. The Project's implementation of

capture and reuse would minimize the discharge of pollutants from the Project Site and reduce runoff from entering the stormwater system. In addition, as discussed in Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, LADWP would be able to meet the water demand for the Project, as well as existing and planned water demands of its future service area. As discussed in Section IV.L.2, Utilities and Service Systems—Wastewater, of this Draft EIR, the Project would not exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board, and LASAN has determined that it has adequate treatment capacity to serve the Project's projected demand in addition to existing commitments. Furthermore, as discussed in Section IV.L.3, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, the Project would not result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities. Therefore, the Project would not conflict with the applicable objectives and policies that support the goals set forth in the Framework Element's Infrastructure and Public Services Chapter.

Based on the analysis above and as detailed in Table 2 of Appendix K of this Draft EIR, the Project would be consistent with the relevant goals, objectives, and policies of the Framework Element.

(2) Mobility Plan

The goals, objectives, and policies of the Transportation Chapter are now implemented through the Mobility Plan. The Project would support the City's policy to provide for safe passage of all modes of travel during construction by preparing and implementing a Construction Traffic Management Plan pursuant to Project Design Feature TR-PDF-2 to minimize potential construction impacts to the surrounding area related to construction trucks, worker parking, and any possible sidewalk and lane closures and to ensure safe passage for all modes of travel during Project construction. As part of the Construction Traffic Management Plan, worksite traffic control plan(s) will be developed to identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. The worksite traffic control plan(s) will ensure that the potential conflicts between construction activities, street traffic, bicyclists and pedestrians are minimized. The Project would also support the policies to ensure high quality pedestrian access and to provide a safe and comfortable walking environment by providing landscaping. As previously discussed, the Residential Option would feature a north-south, private pedestrian paseo to allow access through the Project Site from Afton Place and De Longpre Avenue. The Project would not alter adjacent streets or the right-of-way in a manner that would preclude or conflict with future changes by various City departments.

Furthermore, the Project would support ways to reduce VMT and promote the City's policy to recognize all modes of travel by providing adequate vehicular and pedestrian

access and bicycle parking spaces. As discussed in Section IV.J, Transportation, of this Draft EIR, given that the Project is not projected to have a significant impact on VMT, the Project would not propose a Transportation Demand Management (TDM) plan as a mitigation measure. However, the Project's location and provision of bicycle parking on-site and convenient access to multiple transit services would encourage the use of alternative modes of transportation, and the City may require implementation of additional TDM measures in accordance with the City's current TDM ordinance. As such, the Project would serve to reduce VMT.

In addition, the Project would not conflict with the portion of Mobility Plan Policy 4.13 that discourages utilizing land for parking that could have been used for other valuable uses since all parking will be integrated into the Project's subterranean levels and not located in a large parking lot. Moreover, residents, employees, and visitors will have to pay for parking; therefore, the Project does not conflict with the policy regarding the abundance of free parking. While the Project would include parking in excess of LAMC requirements, the Project would not undermine broader regional goals of creating vibrant public spaces and a robust multi-modal transportation system. Furthermore, under CEQA, a project is considered consistent with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. Therefore, even though the Project's parking may exceed the lowest applicable minimum requirements, the Project would be consistent with the overall intent of Mobility Plan Policy 4.13 and the Mobility Plan. Moreover, any inconsistency with the an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The above policy is intended to implement broader regional goals, not to mitigate an environmental effect. Therefore, even if the Project's amount of parking was conservatively considered to be inconsistent with Policy 4.13, such inconsistency would not be considered to be a significant impact under CEQA. Furthermore, as previously described, as the Project is located in a TPA, parking impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.

As discussed above and as detailed in Table 3 in Appendix K of this Draft EIR, the Project would not conflict with the applicable policies in the Mobility Plan adopted for the purpose of avoiding or mitigating an environmental effect.

(3) Conservation Element

As noted above in Subsection 2.a.(3)(a)(ii), the City's Conservation Element primarily addresses preservation, conservation, protection, and enhancement of the City's natural resources, which include agricultural lands, archaeological and paleontological resources, endangered species, habitat areas, and mineral resource areas. As discussed in the Initial Study, included as Appendix A, and in Section VI, Other CEQA Considerations,

of this Draft EIR, the Project would have no impact on agricultural lands, endangered species, habitat areas, or mineral resource areas. In addition, as discussed in Section IV.B, Cultural Resources, of this Draft EIR, the Project would comply with regulatory requirements to protect archaeological resources and would implement mitigation to reduce potential impacts to paleontological resources. Furthermore, as discussed in Section IV.K, Tribal Cultural Resources, of this Draft EIR, no tribal cultural resources have been identified on the Project Site or within the vicinity of the Project Site, and impacts to tribal cultural resources would be less than significant.

The Conservation Element also established an objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes and a corresponding policy to continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities. The Project's consistency with this objective and this policy is analyzed below.

The Project Site is currently developed with a mix of uses that consist of a post-production facility, commercial building, six bungalows and ancillary buildings, an eight-unit multi-family residential building, and surface parking. The six bungalows (excluding the ancillary buildings) are contributing resources to the Afton Square Historic District. Currently, three of the bungalows face De Longpre Avenue, while the other three bungalows face Afton Place. The Project proposes to temporarily move all six of the bungalows off the Project Site and relocate the three bungalows facing De Longpre Avenue back to their original locations, while the three bungalows facing Afton Place would each be relocated one lot to the east of their original locations. The easternmost bungalow on Afton Place would replace the non-contributing building at 6241 Afton Place, which would be demolished. The demolition of the non-contributing buildings, the relocation and rehabilitation of the six historic bungalows, and the construction of the new building would have a less-than-significant direct impact on the Afton Square Historic District. The Project would relocate and rehabilitate the six bungalows in conformance with Secretary of the Interior's Standards for the Treatment of Historic Properties pursuant to Project Design Feature CUL-PDF-1, as described in Section IV.B, Cultural Resources, of this Draft EIR. As such, the significance of the bungalows as contributing buildings to the Historic District would be maintained and relocation and rehabilitation of the bungalows would have a less-than-significant impact on the Historic District. The new building would not be constructed within the boundary of the Historic District but would introduce a new visual element that is not compatible with the size, scale, or design of the contributing buildings. However, in the dense urban setting of Hollywood, there are already modern buildings of comparable height to the new building that are located along Sunset Boulevard and Vine Street and visible from within the boundaries of the Historic District. Thus, although the new building would diminish the Historic District's integrity of setting and feeling, the impact would not be to the degree that the integrity of setting and feeling would be lost.

Furthermore, the Project would not affect the other five aspects of integrity. After Project completion, the Historic District as a whole would retain sufficient integrity to convey its significance and would remain eligible for listing in the National Register and listed in the California Register. In addition, the Project would not result in any indirect impacts on historical resources in the vicinity, namely the building at 1313 Vine Street. The construction of new buildings across the street from historic buildings is not uncommon, and the broad setting of 1313 Vine Street has already been altered by demolition and new construction. Therefore, the Project would not result in direct or indirect impacts to historical resources on or in the vicinity of the Project Site.

Therefore, the Project would not conflict with the objectives for the conservation of natural, cultural, and historic resources set forth in the Conservation Element adopted for the purpose of avoiding or mitigating an environmental effect.

(4) Housing Element

The Project's general consistency with the applicable policies set forth in the Housing Element of the General Plan is detailed in Table 4 of Appendix K of this Draft EIR. Specifically, the Residential Option would provide 429 units (i.e., one-bedroom units, one-bedroom plus den units, and two-bedroom units; units designated for Very Low Income households) and the Office Option would provide nine two-bedroom units in an area that is pedestrian-friendly and served by public transit; expand rental housing options for varied income groups; facilitate new construction of a range of different housing types; and expand opportunities for residential development, particularly in a Regional Center Commercial and Medium Residential area. The Project would also promote the construction of green buildings by incorporating sustainable design components, including energy-efficient buildings, a pedestrian- and bicycle-friendly site design, water conservation features, and waste reduction measures. Therefore, the Project would not conflict with the applicable policies set forth in the Housing Element adopted for the purpose of avoiding or mitigating an environmental effect.

(5) Health and Wellness Element

The Health and Wellness Element includes the goal to provide a healthy environment, where residents are less susceptible to health concerns related to poor air quality and increased exposure to environmental hazards and toxins. Under this goal, the Health and Wellness Element includes a policy to reduce air pollution from stationary and mobile sources, protect human health and welfare, and promote improved respiratory health. The Project is in close proximity to transit including numerous bus lines and would include TDM measures to reduce VMT. In addition, the Project would encourage alternative transportation choices by improving the pedestrian experience on adjacent streets and providing 269 bicycle parking spaces on-site. As such, the Project would support the Health and Wellness Element's efforts to reduce vehicle use through

implementation of smart growth land use patterns, which would support the reduction of air pollution. Therefore, the Project would not conflict with the applicable goals set forth in the Health and Wellness Element adopted for the purpose of avoiding or mitigating an environmental effect.

(6) Hollywood Community Plan

As previously discussed, under the Community Plan, the eight parcels on the western portion of the Project Site are designated Regional Center Commercial and the five remaining parcels within the eastern portion of the Project Site are designated Medium Residential. The Residential Option would require a zone and height district change from C4-2D-SN to [Q]C4-2-SN and from (T)(Q)C2-2D and R4-2D to [Q]C4-2 for the eight western parcels of the Project Site within the Regional Center Commercial land use designation. The Office Option would require a zone and height district change from C4-2D-SN to [Q]C4-2-SN for the four westerly parcels, and from (T)(Q)C2-2D, R4-2D, and R3-1XL to [Q]C4-2 for the remaining nine parcels; and a General Plan Amendment for the five easterly parcels from Medium Residential to Regional Center. The Project's consistency with the objectives and policies set forth in the Community Plan is detailed in Table 5 of Appendix K of this Draft EIR. As discussed therein, the Project would not conflict with the objectives and policies that support the goals of the Community Plan. The Project would support the City's objectives and policies to coordinate the development of the Hollywood area with that of other parts of the City of Los Angeles and the metropolitan area and provide housing to satisfy the varying needs and desires of all economic segments of the Hollywood community through the development of new residential and neighborhood-serving commercial uses on the Project Site.

The Residential Option would include 429 residential units (including 36 units designated for Very Low Income households), consisting of one-bedroom units, one-bedroom plus den units, and two-bedroom units of varying configurations that would provide needed housing in the Community Plan area. In addition, the Office Option would provide nine market rate two-bedroom units. As such, the Project's proposed unit mix would provide a range of household types, including affordable housing, within the Hollywood community that would maximize the opportunity for individual choice. The Project would also support the City's objectives and policies to promote economic well-being and public convenience through the development of neighborhood-serving commercial retail, office, restaurant, and/or grocery store uses that would provide useful local services to the community, new pedestrian destinations for Project and local residents, and employment opportunities for the Hollywood community.

The Project would preserve and enhance the distinctive residential character of the lower-density housing to the east of the Project Site by constructing the new mixed-use building within the western portion of the Project Site. Under the Residential Option, the

height of the mixed-use building would transition from the 32-story residential tower within the northwestern portion of the Project Site (at Vine Street and De Longpre Avenue), which would be the highest point of the building, to the proposed 9-story podium within the southwestern portion of the Project Site (at Vine Street and Afton Place). Along the eastern façade, the building would be terraced at Level 3. As such, the mixed-use building would be designed to step down to the lower-scaled and lower-density development of the Afton Square Historic District to the east. The Office Option would have a slightly reduced height as compared to the Residential Option. To reduce the Project's impact further on the residential character of the Afton Square Historic District, the Project's mixed-use development would be separated from the relocated historic bungalows by a landscaped buffer which is for tenant use under both options.

As discussed in Section IV.I.1, Public Services—Fire Protection; Section IV.I.2, Public Services—Police Protection; Section IV.I.3, Public Services—Schools; Section IV.I.4, Public Services—Libraries; Section IV.I.5, Public Services—Parks and Recreation; Section IV.J, Transportation; Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure; Section IV.L.2, Utilities and Service Systems—Wastewater; and Section IV.L.3, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, the agencies that provide services and utilities to the Project Site would have capacity to serve the Project. As such, the Project would support the City's objectives and policies for ensuring that public services and utilities are adequate to support development in the Hollywood community. The Project would also support the City's objective to encourage open space in high density areas by providing an expansive landscaped buffer between the new mixed-use building and the historic bungalows as well as indoor and outdoor recreational amenities for residents and/or tenants.

Based on the above and as detailed in Table 5 of Appendix K of this Draft EIR, the Project would not conflict with applicable objectives and policies of the Community Plan adopted for the purpose of avoiding or mitigating an environmental effect.

(ii) Los Angeles Municipal Code

As previously discussed and shown in Figure IV.G-2 on page IV.G-11, the Project Site has four zoning designations under the LAMC, including C4-2D-SN, (T)(Q)C2-2D, R4-2D, and R3-1XL. Specifically, the four western lots on the Project Site are zoned as C4-2D-SN; one lot on the northern portion of the Project Site along De Longpre Avenue is zoned as (T)(Q)C2-2D; one lot on the northern portion of the Project Site along De Longpre Avenue and two lots on the southern portion of the Project Site along Afton Place are zone R4-2D; and the five remaining lots within the eastern portion of the Project Site are zoned R3-1XL.

Under the Residential Option, in order to develop the proposed uses within the eight western parcels of the Project Site, the proposed development would require a zone and height district change from C4-2D-SN to [Q]C4-2-SN and from (T)(Q)C2-2D and R4-2D to [Q]C4-2, pursuant to LAMC Section 12.32-Q. With approval of the proposed zone and height district change, the lot area of the C4-zoned portion of the Project Site prior to dedications is 55,000 square feet and after dedications is 53,175 square feet with a 6:1 FAR. The C4 zone, in conjunction with the Project Site's Regional Center Commercial land use designation and pursuant to LAMC Section 12.22-A,18, permits density equivalent to the R5 (Multiple Residential) zone, or one dwelling unit per 200 square feet of lot area for mixed-use projects. Floor area is calculated based on "Buildable Area" which in the C2 zone, is the same as lot area. In addition, for a project that proposes a related subdivision, the net lot area after street dedications is used to calculate floor area. Thus, the Buildable Area in the C2-zoned portion is 53,175 square feet and the C4-zoned portion of the Project Site would permit a maximum of 319,050 square feet of floor area (53,175 square feet of Buildable Area multiplied by six). In general, net lot area (after street dedication) is also used to calculate density for a project that includes a related subdivision. However, the Residential Option requests a Density Bonus incentive to calculate density based on the lot area prior to street dedications. Therefore, C4-zoned portion of the Project Site would permit a maximum of 275 dwelling units (55,100 square divided by 200 square feet).

The R3-zoned eastern portion of the Project Site has a lot area prior to street dedications of 34,500 square feet and 34,000 square feet after street dedications. The R3-zoned portion permits one dwelling unit per 800 square feet of lot area. With the proposed Density Bonus incentive to calculate density based on the lot area prior to street dedications, a total of 44 dwelling units are permitted in the R3-zoned portion (34,500 square feet divided by 800 square feet). The R3 zone permits a maximum FAR of 3:1. In the R3 zone, the "Buildable Area" of the lot excludes area reserved for yards (setbacks). The Buildable Area of the R3-zoned lots is 27,875 square feet. Therefore, the R3-zoned portion of the Project Site would allow for a maximum of 83,625 square feet of floor area (27,875 square feet of Buildable Area multiplied by 3). In total, the Project Site permits 319 dwelling units (275 in C2 zone plus 44 in the R3 zone) and 402,675 square feet of floor area (319,500 square feet plus 86,625 square feet).

In order to increase the total permitted number of dwelling units on the Project Site from 319 to 429 residential units, the Residential Option would include a request for a 35-percent density bonus by designating 11 percent of the permitted base density (36 units) for Very Low Income Households, utilizing Density Bonus Parking Option No. 1 pursuant to LAMC Section 12.22-A,25. The Residential Option would also request approval of two on-menu incentives to: (1) calculate density prior to street dedications, pursuant to LAMC Section 12.22-A,25(f)(7); and (2) average density across the Project Site, pursuant to LAMC Section 12.22-A,25(f)(8). Furthermore, the Residential Option would also request two Waivers of Development Standards, pursuant to LAMC Section

12.22-A,25(g)(3): (1) to permit a 50-percent floor area increase within the C4-zoned parcels, which would increase the C4-zoned parcels' allowable floor area from 319,050 square feet to 475,433 square feet; and (2) to calculate buildable area prior to street dedications. Upon completion, the Residential Option would feature a mixed-use building with a maximum building height of 32 stories/360 feet 4 inches,¹⁸ a total floor area of approximately 484,421 square feet, and a total FAR of 5.98:1 (484,421 square feet divided by the Buildable Area of the Project Site of 81,050 square feet).

Under the Residential Option, in accordance with LAMC Section 12.24-X,12, the Applicant would also seek a Zoning Administrator's Determination to allow for commercial use of the relocated historic bungalows within the R3-zoned portion of the Project Site. The relocated bungalows would observe the required 5-foot side yard setback along Afton Place and De Longpre Avenue, and a 15-foot rear yard along the eastern property line. The Residential Option's frontage within the proposed C4 zone portion abutting Vine Avenue, Afton Place, and De Longpre Avenue would not require setbacks. A building line removal would be requested to remove the 10-foot building line along Vine Street, pursuant to LAMC Section 12.32-R.

Under the Office Option, in order to develop the proposed uses within the Project Site, the development would require a zone and height district change from C4-2D-SN to [Q]C4-2-SN for the four westerly parcels, and from (T)(Q)C2-2D and R4-2D and R3-1XL to [Q]C4-2 for the remaining nine parcels, pursuant to LAMC Section 12.32-Q. In addition, the proposed development would require a General Plan Amendment for the five easterly parcels from Medium Residential to Regional Center, pursuant to LAMC Section 11.5.7-B and approval under the Redevelopment Plan for an FAR in excess of 4.5 to 1. A building line removal would also be requested to remove the 10-foot building line along Vine Street, pursuant to LAMC Section 12.32-R. With approval of such requests, the Office Option could then develop a total floor area of approximately 484,423 square feet, and a total FAR of 5.98:1 (484,423 square feet divided by the Buildable Area of the Project Site of 81,050 square feet), including residential uses in the rehabilitated bungalows.

As discussed above in Subsection 3.d, based on LAMC requirements and in accordance with City Ordinance No. 185,480, the Residential Option would be required to provide 689 vehicle parking spaces (568 residential and 121 commercial vehicle parking spaces) and 269 bicycle parking spaces (53 short-term and 216 long-term). The Residential Option would comply with the requirements by providing a total of 764 vehicle parking spaces (598 residential and 166 commercial vehicle parking spaces) within the four subterranean levels and 269 bicycle parking spaces (53 short-term and 216 long-term).

¹⁸ *The building height for Levels 1 through 32 would be 345 feet and 4 inches. With the 15-foot rooftop mechanical parapet, the maximum building height would be 360 feet and 4 inches.*

Based on LAMC requirements and in accordance with City Ordinance No. 185,480, the Office Option would be required to provide 969 vehicular parking spaces (927 office, 24 restaurant, and 18 residential vehicle parking spaces) and 162 bicycle parking spaces (54 short-term and 108 long-term). The Office Option would comply with requirements by providing 1,705 vehicle parking spaces (1,657 office, 24 restaurant, and 18 residential vehicle parking spaces) and the required 162 bicycle parking spaces (54 short-term and 108 long-term).

The Project would also meet the requirements set forth in LAMC Section 12.21 concerning the provision of open space. In total, the Residential Option would provide 54,850 square feet of open space, which would exceed the 54,275 square feet required by the LAMC. The Office Option would exceed the LAMC required 1,575 square feet of open space by providing at least 2,100 square feet of open space on the ground level for bungalow residents east of the private buffer. While not required, the Office Option would also provide open space and recreational amenities for office tenants in the new high-rise building.

Lastly, in accordance with LAMC Section 12.24-W,1, the Applicant would also seek a Master Conditional Use Permit for the sale and/or dispensing of alcoholic beverages. In summary, with approval of the discretionary actions described above that are necessary to implement the Project, the Project would not conflict with applicable provisions of the LAMC.

*(iii) Community Redevelopment Agency (CRA/LA) Hollywood
Redevelopment Plan*

Under the Community Plan, the eight parcels on the western portion of the Project Site are designated Regional Center Commercial and the five remaining parcels within the eastern portion of the Project Site are designated Medium Residential. Under the Redevelopment Plan, ten parcels on the western portion of the Project Site are designated Regional Center Commercial and the remaining three parcels on the eastern portion of the Project Site are designated Medium Residential. However, as stated in Section 502 of the Redevelopment Plan, the land uses permitted in the Redevelopment Plan are those that are permitted under the Community Plan's land use designation and Zoning Ordinance.

The Project would construct a mixed-use development consisting of residential uses, neighborhood-serving commercial retail, office, restaurant, and/or grocery store uses. According to Section 506.2 of the Redevelopment Plan, Regional Center Commercial uses shall generally provide goods and services which are designed in a manner that appeals to a regional market as well as to local markets and includes uses such as theaters, restaurants, hotels, offices, and retail or service businesses. In addition, the Project's proposed residential and commercial uses are permitted under the City's Community Plan

Regional Commercial Center designation and Zoning Ordinance. Under the Redevelopment Plan and Community Plan Medium Residential designation, multi-family residential uses are permitted by-right, while commercial uses are permitted within buildings designated on the California Register with approval of a Conditional Use Permit which the Project requests. Thus, the types of land uses proposed by the Residential Option would be consistent with the existing Regional Center Commercial and Medium Residential land use designations.

As set forth in Section 506.2.3 of the Redevelopment Plan, the Regional Center Commercial designation allows development at a FAR of 4.5:1, and imposes additional standards for approving projects with FARs of up to 6:1. Density is not regulated in the Regional Center Commercial land use designation under the Redevelopment Plan. For the purpose of Redevelopment Plan compliance, the Residential Option would permit up to a 4.5 FAR in the portion of the Project Site designated Regional Center Commercial with approval of the proposed Zone Change and the additional floor area above 4.5 FAR would be permitted with the proposed State Density Bonus floor area incentive. Under the Redevelopment Plan's Medium Residential land use designation, floor area is not regulated, and permitted density is 60 units per gross acre, which includes the lot area plus one half of abutting streets. This results in 25,246 square feet within the Medium Residential area and a maximum total of 35 units. Three of the existing bungalows would remain and be located in the Median Residential area, which may be either residential or commercial (with approval of a CUP). Thus, the Residential Option complies with the density permitted in the Redevelopment Plan's Medium Residential land use designation.

Pursuant to California Government Code Section 65915(j)(2), the granting of a concession or incentive shall not be interpreted, in and of itself, to require a general plan amendment, local coastal plan amendment, zoning change, or other discretionary approval. Therefore, following approval of the Residential Option's requested density bonus, as well as the on- and off-menu incentives which would permit additional floor area in the Regional Commercial Center designated portion of the Project Site, the proposed uses, density, and FAR would be consistent with the Redevelopment Plan.

As previously discussed for the Office Option, the Applicant would request a General Plan Amendment to redesignate the Project Site's five easterly parcels from Medium Residential to Regional Center. The Applicant would also request a zone and height district change from C4-2D-SN to [Q]C4-2-SN for the four westerly parcels, and from (T)(Q)C2-2D and R4-2D and R3-1XL to [Q]C4-2 for the remaining nine parcels, pursuant to LAMC Section 12.32-Q and approval under the Redevelopment Plan for an FAR in excess of 4.5 to 1. With approval of these requests, the Project Site would comply with the respective FAR and density restrictions.

Section 300 of the Redevelopment Plan sets forth 16 goals for the Redevelopment Plan. Of these, the goals applicable to the Project include:

- Goal 3—Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors;
- Goal 5—Improve the quality of the environment, promote a positive image for Hollywood and provide a safe environment through mechanisms such as:
b) promoting architectural and urban design standards including: standards for height, building setback, continuity of street facade, building materials, and compatibility of new construction with existing structures and concealment of mechanical appurtenances; and
g) promoting rehabilitation and restoration guidelines;
- Goal 6—Support and promote Hollywood as the center of the entertainment industry and a tourist destination through the retention, development and expansion of all sectors of the entertainment industry and the preservation of landmarks related to the entertainment industry;
- Goal 9—Provide housing choices and increase the supply and improve the quality of housing for all income and age groups, especially for persons with low and moderate incomes; and to provide home ownership opportunities and other housing choices which meet the needs of the resident population;
- Goal 10—Promote the development of sound residential neighborhoods through mechanisms such as land use, density and design standards, public improvements, property rehabilitation, sensitive in-fill housing, traffic and circulation programming, development of open spaces and other support services necessary to enable residents to live and work in Hollywood;
- Goal 11—Recognize, promote and support the retention, restoration and appropriate reuse of existing buildings, groupings of buildings and other physical features especially those having significant historic and/or architectural value and ensure that new development is sensitive to these features through land use and development criteria;
- Goal 12—Support and encourage a circulation system which will improve the quality of life in Hollywood, including pedestrian, automobile, parking and mass transit systems with an emphasis on serving existing facilities and meeting future needs.

Specifically, the Project would contribute to Goal 3 by providing a mix of residential, neighborhood-serving commercial retail, office, restaurant, and/or grocery store uses that would promote a balanced community within the Redevelopment Area. The Project would contribute to Goals 5 and 11 by relocating and rehabilitating the six existing bungalows, which are contributing resources to the Afton Square Historic District, in accordance with

the Secretary of the Interior's Standards. In addition, the architectural design and building height of the new mixed-use building would be compatible with the character and scale of the surrounding area. As discussed above, the Residential Option would construct the tallest portion of the 32-story high-rise at Vine Street and De Longpre Avenue, and reduce the height to a 9-story podium towards the rehabilitated historic bungalows on the eastern portion of the Project Site. The new building of the Office Option would be a 17-story tower. To reduce the Project's impact further on the residential character of lower-scaled and lower-density development of the Afton Square Historic District to the east, the Project's mixed-use development would be separated from the historic bungalows by a landscaped buffer that would be d private to tenants. Although there are no landmarks related to the entertainment industry on the Project Site, one of the storefronts on the Project Site that would be removed to accommodate the Project was the home of Billy Berg's legendary nightclub for a few years. In support of Goal 6, the Project would implement an interpretive program to increase general public and patron appreciation for the important role that the nightclub played in the history of jazz, pursuant to CUL-PDF-2 in Section IV.B, Cultural Resources, of this Draft EIR. The Project would contribute to Goal 9 by providing 429 new multi-family residential units (including 36 units designated for Very Low Income households), consisting of one-bedroom units, one-bedroom plus den units, and two-bedroom units. Thus, the Project would increase the supply of housing in the Hollywood community, provide additional housing choices, and improve the quality of housing for a range of household types and incomes within the Redevelopment Plan area. In conformance with Goal 10, Project would provide new mixed-use development on an infill site that would comply with the Redevelopment Plan's use and density standards, without intruding on nearby residential neighborhoods. As discussed above, the implemented design features would be sensitive to the residential development east of the Project Site. Moreover, as discussed in Section IV.I.1, Public Services—Fire Protection; Section IV.I.2, Public Services—Police Protection; Section IV.I.3, Public Services—Schools; Section IV.I.4, Public Services—Libraries; Section IV.I.5, Public Services—Parks and Recreation; Section IV.J, Transportation; Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure; Section IV.L.2, Utilities and Service Systems—Wastewater; and Section IV.L.3, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, public facilities would not be significantly impacted by the Project, and the Project would provide on-site open space and recreational amenities to support its tenants and visitors. The Project would support Goal 12 by concentrating new development in an area well-served by public transit. Metro and LADOT would provide a variety of transit options to Project residents and visitors, including bus lines along Vine Street and the Metro Hollywood/Vine Station located approximately 0.4 miles north of the Project Site. As previously described, the Project would promote walkability by siting commercial uses on the ground level, improving the streetscape adjacent to the Project Site, and providing landscaping and an expansive pedestrian walkway. The Project would also provide bicycle parking spaces to promote the use of alternative transportation. Thus, the Project would also promote a

reduction in vehicle miles traveled. Based on the analysis above, the Project would not conflict with the Redevelopment Plan.

(iv) Citywide Design Guidelines

The Citywide Design Guidelines are intended as performance goals and not strict regulations or development standards. Although each of the Citywide Design Guidelines should be considered in a project, not all are appropriate in every case. As detailed below, the Project would not conflict with the applicable Citywide Design Guidelines.

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

To create a more pedestrian-friendly environment and encourage pedestrian activity, the Project would include improved sidewalks, street trees, and landscaping. In addition, the Project would provide a private north-south pedestrian paseo between the new building and rehabilitated bungalows. The Project's building entrances and exits, open spaces, and walkways would be open and in view of the surrounding site. This would help to maximize visibility and reduce areas of concealment. As such, these Project elements would provide additional pedestrian amenities for the community and provide a safe, comfortable, and accessible pedestrian experience for all. Therefore, the Project would not conflict with Citywide Design Guideline 1.

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

Guideline 2 calls for prioritizing pedestrian access first and automobile access second; orienting parking and driveways toward the rear or side of buildings and away from the public right-of-way; and on corner lots, orienting parking as far from the corner as possible. The Project would prioritize pedestrian access by providing multiple pedestrian access points around the Project Site, and sidewalks would be improved with street trees. Project driveways would not require the removal or relocation of existing passenger transit stops and would be designed and configured to avoid or minimize potential conflicts with transit services and pedestrian traffic. Vine Street adjacent to the Project is part of the designated High Injury Network, but the proposed Vine Street driveway would be limited to right-in/right-out access to reduce conflicts that might otherwise occur between left-turning vehicles and pedestrians, bicyclists, and vehicles traveling on Vine Street and would not preclude the City from implementing changes associated with Vision Zero. The Afton Place and De Longpre Avenue driveways are not along a High Injury Network, and the Project is not located in a Safe Routes to School program area. Furthermore, the Project's access locations would be designed to the City standards and would provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City's requirements to protect pedestrian safety. All roadways and driveways would

intersect at right angles. Street trees and other potential impediments to adequate driver and pedestrian visibility would be minimal. Pedestrian entrances separated from vehicular driveways would provide access from the adjacent streets, parking facilities, and transit stops. As such, the Project would incorporate vehicular access such that it would not degrade the pedestrian experience. The Project would not conflict with Citywide Design Guideline 2.

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

The Project would activate the ground level and maintain human scale within and around the Project Site by introducing office, commercial, and or grocery store uses. Street trees and landscaping would be provided on the sidewalks and around the new building and rehabilitated bungalows. Consistent with Guideline 3, the Project would avoid long blank walls and would ensure that ground floor uses maintain a high degree of transparency and maximize a visual connection to the street with the use of window walls and seating. As such, the Project would introduce a human-scale element and visual interest to pedestrians, visitors, and occupants. The Project would not conflict with Citywide Design Guideline 3.

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

The Project Site is located in an urbanized area and is currently developed with existing buildings. The Project Site is relatively flat with ornamental landscaping. There are seven on-site trees located within the Project Site and six street trees located along Afton Place and Vine Street, all of which would be removed as part of the Project. Ten of these trees have a diameter at breast height (DBH) of less than 8 inches; three trees have a DBH greater than 8 inches. None of the trees are of a species that is protected by the LAMC. The six street trees would be replaced on a minimum 2:1 basis with a minimum of 24-inch box trees or as determined by the Department of Public Works, and all Project options would provide street trees in accordance with Urban Forestry Division requirement. The proposed landscaping would include California Friendly® plants or native plants and 72 percent would include Drought Tolerant Plants. As such, the Project would not conflict with Citywide Design Guideline 8.

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

As discussed in Section II, Project Description, of this Draft EIR, the Project's design would meet the standards of LEED Silver® or equivalent green building standards. The Project would utilize sustainable planning and building strategies and incorporate the use of friendly materials, such as non-toxic paints and recycled finish materials, whenever feasible. The sustainability features to be incorporated into the Project would include, but

would not be limited to, Energy Star–labeled products and appliances and energy-efficient lighting technologies and fenestration designed for solar orientation. In addition, pursuant to City of Los Angeles Ordinance 186,485 and Ordinance 186,488, 30 percent of the parking spaces in the Project would be capable of supporting future EVSE. Additionally, 10 percent of spaces are required to have EV charging stations. The Project’s parking garage would include a minimum of 10 percent of the parking spaces with dual-port electric vehicle charging stations, and these spaces count towards the overall 30 percent requirement. In accordance with CALGreen requirements, the Project would also ensure that 10 percent of the total roof areas are solar-ready. As such, the Project would be configured to lower energy demand and increase the comfort and well-being of users. The Project would not conflict with Citywide Design Guideline 9.

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

The Project would implement a Stormwater Pollution Prevention Plan (SWPPP) during construction as required under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The Project would implement best management practices (BMPs), including erosion control, sediment control, non-stormwater management, and materials management measures, to minimize the discharge of pollutants in stormwater runoff. In addition, during operation, the Project would implement Low Impact Development (LID) strategies, including Capture and Reuse cisterns, in accordance with the current City of Los Angeles LID Ordinance requirements. Additionally, the Project would provide street trees to capture and infiltrate stormwater further within the City’s public rights-of-way. As discussed above, the proposed landscaping would include California Friendly® plants or native plants and 72 percent would include Drought Tolerant Plants. As such, the Project would support Guideline 10 by introducing green infrastructure and incorporating stormwater best management practices. The Project would not conflict with Citywide Design Guideline 10.

Based on the discussion above, the Project would not conflict with the Citywide Design Guidelines adopted for the purpose of avoiding or mitigating an environmental effect.

(c) Conclusion Regarding Impacts Relative to Land Use Conflict

Based on the analysis provided above, the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

(2) Mitigation Measures

Project-level impacts with regard to conflicts with applicable land use plans would be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

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

f. Cumulative Impacts

(1) Impact Analysis

As indicated in Section III, Environmental Setting, of this Draft EIR, there are 102 related projects in the vicinity of the Project Site. In addition, Related Project No. 103, the Hollywood Community Plan Update, is identified. The related projects generally consist of infill development and redevelopment of existing uses, including mixed-use, residential, commercial, office, and hotel developments. As with the Project, the related projects would be required to comply with relevant land use policies and regulations. Therefore, as the Project would generally be consistent with applicable land use plans, the Project would not incrementally contribute to cumulative inconsistencies with respect to land use plans. Cumulative impacts with regard to regulatory framework would not be cumulatively considerable, and cumulative impacts would be less than significant.

In addition, the proposed developments comprise a variety of uses, including residential uses, restaurants, retail uses, school expansions, as well as mixed-use developments incorporating some or all of these elements. The Project would be compatible with the various developments planned throughout the surrounding vicinity, including the nearest related projects to the Project Site (i.e., Related Project Nos. 29, 31, 43, 46, 75, 59, and 93, which are located within two to three blocks of the Project Site and propose residential, hotel, retail, office, and restaurant uses), as well as with existing uses in the immediate area. While the Project, in combination with the related projects, represents a continuing trend of infill development at increased densities, future development inclusive of the Project would also serve to modernize the Project area and provide sufficient infrastructure and amenities to serve the growing population. Such related projects are not expected to fundamentally alter the existing land use relationships in the community but, rather, would concentrate development on particular sites and promote a synergy between existing and new uses. Furthermore, as analyzed above, the Project's proposed mix of residential, neighborhood-serving commercial retail, office, restaurant, and/or grocery store uses would be compatible with surrounding land uses.

Thus, the Project would not have a cumulatively considerable impact on land use compatibility. As such, the combined land use compatibility impacts associated with the Project's incremental effect and the effects of other related projects would not be cumulatively considerable.

(2) Mitigation Measures

Cumulative impacts with regard to land use would be less than significant. Thus, no mitigation measures would be necessary.

(3) Level of Significance After Mitigation

Cumulative impacts related to land use were determined to be less than significant without mitigation. Therefore, no mitigation measures were required, and the impact levels remain less than significant.