

DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

| Date: Time: | April 14, 2 After 8:30 | | Case No.: | CPC-2013-2812-GPA-ZC-HD- CU-SPR |
|--|---------------------------|---|--|---|
| Place: Los Ang 200 N. S | | es City Hall ring Street, Room 350 es, CA 90012 | CEQA No.: Incidental Cases: | ENV-2013-2813-EIR None |
| Public H Complet Appeal S Expiratio Multiple | earing ed: Status: | December 28, 2015 Appealable to City Council April 14, 2016 General Plan Amendment and Zone Change appealable | Related Cases: Council No.: Plan Area: Specific Plan: Certified NC: General Plan: | CPC-2015-984-DA 13 - Hon. Mitch O'Farrell Hollywood None Hollywood Studio District Highway Oriented Commercial |
| | | by applicant to City Council if disapproved in whole or in part. All other actions are appealable to City Council per LAMC Section 12.36-C. | Zone: Applicant: Representative: | Existing: C4-1-SN and P-1 Proposed: (T)(Q)C4-2D-SN and (T)(Q)C4-2D Sunset Studios Holdings, LLC. Jim Pugh Sheppard Mullin, LLC |
| | | | | |

PROJECT 5901 Sunset Boulevard; 1515 North Bronson Avenue LOCATION:

PROPOSED PROJECT: The project involves the removal an existing parking lot for the development of a 15-story, 230-foot tall mixed-use office building on an approximately 1.55 acre site located at the northwest corner of the intersection of Sunset Boulevard and Bronson Avenue (Project site) in the Hollywood Community of the City of Los Angeles. The proposed building will include approximately 26,000 square feet of retail space at the ground level and approximately 274,000 square feet of office uses in the tower element of the proposed building for a total of approximately 300,000 square feet of new floor area and a corresponding floor area ratio of 4.5:1. A total of 830 parking spaces would be provided in five levels above the retail level and in two subterranean levels. The project would also include an office lobby at the ground level and landscaped courtyards.

REQUESTED ACTIONS

ENV-2013-2813-EIR

- Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, the Consideration and Certification of the Environmental Impact Report (EIR), ENV-2013-2813-EIR, SCH No. 2014021009, for the above-referenced project, and Adoption of the Statement of Overriding Considerations setting forth the reason and benefits of adopting the EIR with full knowledge that significant impacts may remain;
- Pursuant to Section 21801.6 of the California Public Resources Code, the Adoption of the proposed Mitigation Monitoring Program; and,

3. Pursuant to Section 21081 of the California Public Resources Code, the Adoption of the required Findings for the adoption of the EIR;

CPC-2013-2812-GPA-ZC-HD-CU-SPR

- Pursuant to Section 11.5.6 of the Los Angeles Municipal Code (L.A.M.C.), a General Plan Amendment to the Hollywood Community Plan to change the land use designation from Highway Oriented Commercial to Regional Center Commercial;
- Pursuant to Section 12.32-F of LAMC., a Zone Change and Height District Change from P-1 and C4-1-SN to (T)(Q)C4-2D and (T)(Q)C4-2D-SN, respectively;
- Pursuant to Section 12.24-U,14 of the LAMC, a Conditional Use for a Major Development Project for the addition of more than 100,000 square feet of non-residential floor area;
- 7. Pursuant to Section 16.05 of the LAMC a Site Plan Review for a project that would result in an increase of 50,000 gross square feet of non-residential floor area.

RECOMMENDED ACTIONS

ENV-2013-2813-EIR

- Recommend that the City Council Certify that it has reviewed and considered the information contained in the Draft and Final Environmental Impact Report, Environmental Clearance No. ENV-2013-2813-EIR, (SCH. No. 2014021009).
 - a. Certify that the EIR has been prepared in compliance with CEQA and reflects the City's (Lead Agency) independent judgment and analysis; and,
 - b. Adopt the Statement of Overriding Considerations setting forth the reasons and benefits of adopting the EIR with full knowledge that significant impacts may occur; and
 - c. Adopt the Mitigation Measures, Mitigation Monitoring Program; and,
 - d. Adopt the related Environmental Findings;

CPC-2013-2812-GPA-ZC-HD-CU-SPR

- Recommend that the City Council Approve a General Plan Amendment from Highway Oriented Commercial to Regional Center Commercial;
- Approve a Zone Change and Height District Change from P-1 and C4-1-SN to (T)(Q)C4-2D and (T)(Q)C4-2D-SN, respectively;
- Approve a Conditional Use for a Major Development Project for the addition of more than 100,000 square feet of non-residential floor area;
- Approve a Site Plan Review for a project that would result in an increase of 50,000 gross square feet of non-residential floor area;
- Advise the Applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring;
- 7. Recommend that the applicant be advised that time limits for effectuation of a zone in the "T" Tentative classification or "Q" Qualified classification are specified in Section 12.32-G of the LAMC. Conditions must be satisfied prior to the issuance of building permits and, that the "T" Tentative classification be removed in the manner indicated on the attached page.
- Advise the Applicant that pursuant to the State Fish and Game Code Section 711.4, a Fish and Game and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notices and Determination (NOD) filing.

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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 532, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent out the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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EIR - http://planning.lacity.org/eir/5901sunset/5901sunsetCoverPg.html

PROJECT DESCRIPTION

The applicant, Sunset Studios Holdings, LLC., proposes to replace an existing 204-space surface parking lot with new a mixed-use development comprised of approximately 26,000 square feet of ground floor retail use and 274,000 square feet of office use in a 15-story tower structure (230 feet in height), and 830 parking spaces. The approximate 1.55-acre site project site is located at the northwest corner of Sunset Boulevard and Bronson Avenue in the Hollywood Community Plan area. Parking for the proposed office and retail uses would be located within five above-grade levels and two subterranean levels.

The project originally proposed an 18-story structure (260 feet) with up to 1,118 parking spaces, in 7 parking levels above grade, and a zero-foot setback from the northern property line. However, the project was reduced in response to feedback received urban design review and community input.

The new structure uses tiered building heights with the office component beginning at the first level above the five parking levels. The building ranges from six stories just south of the multi-family residential uses to the north, with the 15-story portion of the building along the southern boundary, fronting Sunset Boulevard.

| Uses | Floors | Square Footage |
|---------|---------------------------------|----------------|
| Retail | Ground floor | 26,000 |
| Office | Floors 7-15 | 274,000 |
| Parking | Two subterranean and floors 2-6 | |
| Total | | 300,000 |

| TABLE 2 PROJECT PARKING | | | | |
|-------------------------|------------------|------------------|--|--|
| Parking Location | Existing Parking | Proposed Parking | | |
| Surface Parking Lot | 204 | 0 | | |
| Parking building | 0 | 830 | | |
| Total | 204 | 830 | | |

Bicycle Parking, Facilities and Circulation

The project proposes 41 short-term bicycle parking spaces to meet the LAMC requirement of one bike space per 10,000 square feet of commercial development. In addition, 68 long-term bicycle parking spaces are provided to meet the requirement of one bike space per 5,000 square feet of commercial floor space. Short-term bicycle parking for the ground floor is located adjacent to the retail entrance on Sunset Boulevard, with additional short-term bicycle parking for office visitors located immediately adjacent to the office lobby. Long-term bicycle parking with associated shower and locker facilities for office employees is located on the ground level, adjacent to the secondary retail entrance on Bronson Avenue.

Bicycle, Pedestrian, and Vehicular Safety

Primary vehicular access to the project site is provided via one entry and two exit driveways on Bronson Avenue. The driveway provides full access (i.e., accommodate both left and right ingress and egress turning movements) to the subterranean and above-ground parking levels. A separate, service-only, exterior entry driveway would also be provided from Bronson Avenue, which would run along the northern property boundary, and would exit onto Sunset Boulevard with only a right turn allowed.

Pedestrian, bicycle and vehicular circulation and access are all distinctly separated, as are service vehicles from regular vehicles, reducing conflicts between these different users.

PROJECT BACKGROUND

Zoning and Land Use Designation

Existing Land Use and Zoning

The existing land use designation for the project site is Highway Oriented Commercial, with corresponding zones of C1, C2, P, RAS3, and RAS4. Under the Hollywood Redevelopment Plan, development under this land use designation is limited to an FAR of 3:1. The project site currently has split zoning. The two northern parcels are zoned P-1, while the four southern parcels fronting Sunset are zoned C4-1-SN.



The P-1 zone allows for public or private parking areas and parking buildings located entirely below the natural or finished grade, and specified signage. With some limitations, the C4 Zone allows for the same commercial uses permitted in the C2 Zone, which in turn permits any land use permitted in the C1.5 and C1 Zones. The commercial zones permit a wide array of land uses such as retail store, offices, hotels, schools, and parks. The C4 Zone also permits any land use permitted in the R4 Multiple Residential Zone.

Height District '1' permits a Floor Area Ratio of 1.5:1 with no height limit in commercial and industrial zones and permits a Floor Area Ratio of 3:1 in parking zones.

The zoning code suffix, 'SN' refers to the Hollywood Signage Supplemental Use District, which includes additional signage regulations designed to enhance the theme or unique qualities of the district and/or eliminate blight through a sign reduction program.

Proposed Land Use and Zoning

The applicant is requesting a General Plan amendment to change the land use designation of the entire project site from Highway Oriented Commercial to Regional Center Commercial, which has corresponding zones of C2, C4, P, PB, RAS3, and RAS4 in the Hollywood Community Plan. Under the Hollywood Redevelopment Plan, this land use designation would allow for a development up to an FAR of 4.5:1. In addition, the applicant is seeking a Zone and Height District Change for the northern portion of the project site from P-1 to C4-2, and from C4-1-SN to C4-2-SN for the southern portion of the project site, in order to establish consistent commercial zoning and allow for a 4.5:1 FAR over the entire project site.

Adjacent Land Uses

North: Multi-family residential in the [Q]R4-1VL Zone to the north along Bronson.

East: Commercial uses in the C2-1-SN Zone fronting along Sunset Boulevard and multi-family residential uses the [Q]R4-1VL Zone.

<u>South</u>: Commercial and multi- and single-family residential uses to the south across Sunset Boulevard in the [Q]C4-1 and [Q]R4-2 Zones. Studio uses are located to the southeast in the M1-1 Zone.

West: Commercial uses interspersed with multi-family residential developments in the C4-1-SN and [Q]R4-1VL Zones.



Streets, Circulation, Public Transit

Sunset Boulevard is a designated Avenue I, with an approximate 100-foot width along the project site's southern boundary.

<u>Bronson Avenue</u> is a designated Modified Avenue III with a 60-foot width along the project site's eastern boundary. Public Transit

The following lines provide service to and around the project site (within 0.5 miles):

- Metro Red Line Hollywood/Vine station and Hollywood/Western stations are each approximately 0.5 mile from the Project site;
- Metro Regional/Local Lines: 2/302, 180/181, and 217; and
- LADOT DASH: Hollywood, Hollywood/Wilshire

Project Entitlements

The proposed project is seeking approval of the following entitlements:

- A **General Plan Amendment** from Highway Oriented Commercial to Regional Center Commercial;
- A **Zone Change and Height District Change** from P-1 and C4-1-SN to (T)(Q)C4-2D and (T)(Q)C4-2D-SN, respectively;
- A **Conditional Use** for a **Major Development Project** for the addition of more than 100,000 square feet of non-residential floor area;
- A **Site Plan Review** for a project that would result in an increase of 50,000 gross square feet of non-residential floor area; and
- Environmental Impact Report: The City of Los Angeles released the Final Environmental Impact Report (FEIR) ENV-2013-2813-EIR, on November 18, 2015, detailing the relevant environmental impacts resulting from the project:
 - The EIR found the following impacts could be mitigated to a level of insignificance:
 - Cultural Resources (Archaeological and Paleontological)
 - Geology and Soils
 - The EIR further identified the following areas where impacts could not be mitigated to a level of insignificance:
 - Aesthetics (Shading)
 - Noise (Construction and Vibration)
 - Traffic (Construction and Operation of Intersections and Residential Street Segments)

Applicable Plans and Related Cases

Hollywood Community Plan

The Hollywood Community Plan (Community Plan), adopted in December 1988, designates the project site for Highway Oriented Commercial land uses with the corresponding zones of C1, C2, P, RAS3 and RAS4. Objectives of the plan include the further development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry. It seeks to promote economic well-being and public convenience through, among other methods, allocating and distributing commercial lands for retail, service, and office facilities in accordance with accepted planning principles and standards, and by encouraging the revitalization of the motion picture industry.

Hollywood Signage Supplemental Use District (HSSUD)

The southern portion of the project site is located within the boundary of the HSSUD. The project would not include any of the types of signs that are prohibited in the HSSUD pursuant to Ordinance No. 181,340. Furthermore, the project would comply with the design standards for specific types of signs set forth in Ordinance No. 181,340, including, but not limited to, standards related to location, dimensions, area, height, spacing, and materials.

Hollywood Redevelopment Plan

The project site is also within the Hollywood Redevelopment Plan Area. The Hollywood Redevelopment Plan (Redevelopment Plan) was adopted by the City Council on May 7, 1986, and most recently amended on May 2003. The Redevelopment Plan is designed to improve economically and socially disadvantaged areas, redevelop or rehabilitate under or improperly utilized properties, eliminate blight, and improve the public welfare. According to the Redevelopment Plan, Community, Highway Oriented, and Neighborhood and Office Commercial Uses shall generally provide neighborhood oriented goods and services, including, but not limited to, neighborhood oriented uses such as professional offices, institutional uses, food markets, laundries, dry cleaners, pharmacies and other neighborhood retail or service businesses, and shall not exceed a floor area ratio (FAR) of 3:1. Regional Center Commercial areas in the Redevelopment Plan were designated to focus development in areas served by adequate transportation facilities and transportation demand management programs. Properties designated as Regional Center Commercial in the Redevelopment area are generally limited to an FAR of 4.5:1. Proposed development projects in excess of 4.5:1 but not exceeding 6:1 FAR may be permitted only if the proposed development furthers the goals and intent of the Plan and the Community Plan and meets objective a number objectives as specified in the Hollywood Redevelopment Plan. This project is not seeking to exceed an FAR of 4.5:1.

Assembly Bill 1x-26 (AB 26), revised provisions of the Community Redevelopment Law of the State of California, to dissolve all redevelopment agencies and community development agencies in existence and designate successor agencies, as defined, as successor entities. While the City's Community Redevelopment Agency's (CRA) successor agency, CRA/LA, winds down affairs in response to AB 26, the Hollywood Redevelopment plan does not expire until February 21, 2021. As such, the project and the Hollywood Redevelopment Plan are nevertheless discussed herein for purposes of disclosing all applicable policies, plans, and zoning provisions as they may apply.

2010 Bicycle Plan and Surrounding Bike Lanes

The 2010 Bicycle Plan, adopted in March 1, 2011, identifies streets near the project site as part of the plan. The plan designates Hollywood Boulevard, north of the site, and Vine Street, to the west, and Sunset Boulevard, to the south, as bicycle lanes. Hollywood Boulevard, Sunset Boulevard and Vine Street are also designated as backbones of the citywide bikeway network. Van Ness Boulevard, from Harold Way to Fountain Avenue, is designated a part of the neighborhood bikeway network.

On-Site Related Cases

<u>Case No. CPC-2015-984-DA</u>: The applicant has requested to enter into a Development Agreement with the City of Los Angeles for a 20-year term, to vest the entitlements of Case No. CPC-2013-2812-GPA-ZC-HD-CU-SPR in exchange for the provision of community benefits. <u>Ordinance No. 182,960</u>: On April 2, 2014, the City Council voted to set aside the approval of the 2012 Hollywood Community Plan Update, reverting the zoning designations and policies, goals, and objectives that were in effect immediately prior to the approval of the 2012 Hollywood Community Plan update.

<u>Case No. CPC-2014-669-CPU (Ordinance No. 182,960)</u>: On March 13, 2014, the City Planning Commission: Approved a Resolution vacating, rescinding, and setting aside the previously approved General Plan Amendment relative to the Hollywood Community Plan Update and all related actions to the Transportation Element and Framework Element that was made part of the General Plan of the City of Los Angeles; Approved an Ordinance rescinding, vacating, and setting aside Ordinance No. 182,173, thereby reverting the zoning ordinances and regulations in place immediately prior to the City Council's adoption of Ordinance No. 182,173; and, Approved a Resolution for the General Plan Framework Element Amendment reaffirming the City's historic interpretation and implementation of the Framework Element's monitoring policies and programs, as modified by the Commission.

<u>Ordinance No. 182,173</u>: On June 19, 2012, the City Council adopted the 2012 Hollywood Community Plan Update, which updated the 1988 Hollywood Community plan, including land use designations and policies addressing development through 2030.

<u>Case No. CPC-2007-5866-SN (Ordinance No. 181,340)</u>: On January 26, 2009, the City Planning Commission approved an Amendment to the Hollywood Signage Supplemental Use District.

<u>Case No. CPC-2005-6082-CPU (Ordinance No. 182,173)</u>: On February 24, 2012, the City Planning Commission approved an Update to the Hollywood Community Plan, adopting changes to the Hollywood Community Plan text, maps, footnotes and nomenclature changes, as well as rezoning actions. Amendments were made to the Highways and Freeways Map of the Transportation Element of the General Plan, and the Long-Range Land Use Diagram of the Citywide General Plan Framework Element.

<u>Case No. CPC-2003-2115-CRA</u>: On May 20, 2003, the City Council adopted an amendment to the Hollywood Redevelopment Plan that updated the Redevelopment Plan land use map to bring it into conformance with the Hollywood Community Plan, and added text for conformance of the Hollywood Redevelopment Plan with future updates to the Hollywood Community Plan.

<u>Case No. CPC-2002-4173-SUD</u>: On August 14, 2003, the City Planning Commission approved a proposed Sign Supplemental Use District, pursuant to Section 13.11 of the LAMC, for commercial and industrial properties in boundaries of the Hollywood Redevelopment Plan and the Media District Business Improvement District bounded by La Brea Avenue, Franklin Avenue, the Hollywood (101) Freeway and Melrose Avenue, that regulates various signage within the boundary area.

Off-Site Related Cases

<u>Case No. CPC-2015-1922-GPA-ZC-HD-CUB-SPR-DB-SPP</u>: On May 21, 2015, an application was filed requesting approval of: a General Plan Amendment from Highway Oriented Commercial and High Medium Density to Regional Center Commercial; a Zone Change from C4 and [Q]R4 to C2; a Height District change from 1VL and 1 to HD-2D; a Conditional Use to allow a full line of alcoholic beverages for on-site consumption in conjunction with a new restaurant; Site Plan Review; Density Bonus for the development of a 299-unit residential

building with one on-menu incentive for a reduction in open space; and Specific Plan Project Permit Compliance for on-site signage. The project site is located at 5929-5945 West Sunset Boulevard.

Case No. AA-2015-1924-PMLA: On May 21, 2015, an application was filed requesting approval of Parcel Map. The project site is located at 5929-5945 West Sunset Boulevard.

<u>Case No. CPC-2007-515-GPA-ZC-HD-CU-PAB-ZV-ZAA-SPR-SPE-SPP</u>: On July 25, 2008, the City Council approved a Zone and Height District change from C4-1-SN and a portion of the [Q]R4-1VL zone to (T)(Q)C2-2D-SN, and a Zone Change to remove the [Q] condition from the [Q]R4-1VL zone to permit a density of 400 square feet of lot area per unit in lieu of the previous restriction of 600 square feet of lot area per unit for the proposed construction of a 324,432 square feet, mixed-use project, including 305 dwelling units, 40,000 square feet of creative office space and 13,500 square feet of ground floor retail (including 8,500 square feet of restaurant space) for the property at 5929-5945 Sunset Boulevard and 1512-1540 North Gordon Street, subject to modified conditions of approval. The subject project and related cases were terminated at the applicant's request on June 9, 2015.

<u>Case No. CPC-2009-2504-GPA-ZC-HD-SPR-GB/Ordinance No. 181,293</u>: On June 10, 2010, the City Planning Commission recommended approval of: a General Plan Amendment to change the land use designation from Limited Manufacturing to Regional Center Commercial; a Zone Change from [Q]C4-1 to (T)[Q]C4-2D to eliminate a [Q] Condition which prohibited residential uses, established (T) Tentative Classifications and [Q] Qualified Conditions; and a Height District Change from Height District 1 to Height District 2D, with the "D" to limit the allowable Floor Area Ratio to 3.1:1 for the property located at 5960 West Sunset Boulevard. The City Council denied the subsequent appeal and adopted an Ordinance approving the project on August 18, 2010.

<u>Case No. CPC-2005-7334-GPA-VZC-CU-SPR/Ordinance No. 178,193</u>: On August 29, 2006 the City Planning Commission recommended approval of: a General Plan Amendment to add Footnote 21 to allow an FAR of 3:1 in the Highway Oriented Commercial land use; a Vesting Zone and Height District Change from C2-1-SN to (T)(Q)C2-2D-SN; a Conditional Use to permit floor area averaging for a unified development FAR of 2.59:1; and Site Plan Review for the property located at 5825 West Sunset Boulevard. The City Council adopted an Ordinance approving the project on December 13, 2006.

PUBLIC OUTREACH

Comments from identified responsible and trustee agencies, as well as interested parties, on the scope of the EIR were solicited through a Notice of Preparation (NOP) process. The NOP for the EIR was circulated for a 30-day review period starting on February 5, 2014 and ending on March 10, 2014. A scoping meeting was held on February 19, 2014 at the Citizens of the World Charter School, located near the project site. The Draft EIR was released for public comment on March 12, 2015. The comment period ended on April 27, 2015, meeting the 45-day review period required by the California Environmental Quality Act (CEQA). During that time, the Department of City Planning received comments on the Draft EIR from 15 organizations, individuals, and agencies in the form of emails and letters.

A joint Public Hearing Notice and Notice of Availability for the Final EIR was mailed to all owners and occupants within 500 feet of the project site, as well as all commenters and interested parties from the Draft EIR, on November 18, 2015. A corrected Hearing Notice and Notice of Availability was mailed to this same list on December 3, 2015. This notice was also posted on our the Department of City Planning website, and published in the Daily Journal on December 3, 2015. A Notice of Public Hearing was also posted on the project site on December 17, 2015, 10 days prior to the Public Hearing.

A Public Hearing was held on Monday, December 28, 2015 at 9:30 am in City Hall. There were 26 people in attendance that signed the available Sign-In Sheet/Notification List.

A notice of public hearing for the City Planning Commission hearing date of April 14, 2016, as posted on the project site on April 4, 2016.

PROJECT ANALYSIS

Walkability Checklist

Walkability is a measure of how interesting, inviting, and comfortable the street and sidewalk environment is for pedestrians. The City of Los Angeles Walkability Checklist for Site Plan Review ("Walkability Checklist") was created by the City's Urban Design Studio of the Department of City Planning. The Walkability Checklist consists of a list of design principles intended to improve the pedestrian environment, protect neighborhood character, and promote high quality urban form and is to be used by decision-makers and/or hearing officers to assess the pedestrian orientation of a project when making the required findings for approval of a project. The design elements are consistent with the General Plan and applicable Urban Design Chapters of Community Plans. Guidelines address such topics as building orientation, building frontage, landscaping, off-street parking and driveways, building signage, and lighting within the private realm; and sidewalks, street crossings, on-street parking, and utilities in the public realm.

An analysis of site plans, community context, and building elevations is essential to improve and ensure walkability. Following the design changes that were made in response to the Urban Design Studio's Professional Volunteers Program and additional community feedback, the project is consistent with many of the goals and implementation strategies from the Department of City Planning's Walkability Checklist.

While the guidance provided by the Walkability Checklist is not mandatory and is not a part of the LAMC, incorporating the criteria listed to the maximum extent feasible would create a more walkable environment and a higher quality of urban form for the proposed project. The essential purpose of the Walkability Checklist is to guide Department of City Planning staff in working with developers to make developments more "walkable" by way of enhancing pedestrian activity, access, comfort, and safety. In addition, the Walkability Checklist encourages planners and developers to protect neighborhood character and pursue high-quality urban form. The following is an analysis of the proposed project's consistency with the applicable guidelines.

a) Building Orientation. The Checklist discusses building orientation, which describes how a building's placement on a site establishes its relationship to the sidewalk and street and how the building could enhance pedestrian activity. The project incorporates a stepped back design with the maximum height of the building concentrated along Sunset Boulevard and the shortest portion of the building concentrated along the northern portion of the project site, adjacent to the lower intensity uses to the north. The primary entrances to both the office and retail uses are located on Sunset Boulevard, with a secondary retail entrance located on Bronson Avenue, all of which are directly accessible from the public sidewalk. Façade treatments, decorative paving and landscaping, and increased sidewalk widths distinguish primary entrances visually from the street and sidewalk. Entrances are also fully ADA accessible.

- b) Building Frontage. The Checklist proposes ways a building's frontage could be designed to meet many objectives for a safe, accessible, and comfortable pedestrian environment, specifically by adding visual interest and emphasizing pedestrian movement and comfort. The proposed project will integrate a pedestrian scale design at ground level, including a variety of textures, materials, signage, and architectural features appropriate to the project site, thereby minimizing the effects of building mass and street walls in relation to street frontage. The project enhances the improvements of existing conditions both on the site and of adjacent structures by substantially improving the pedestrian realm. It also incorporates transparent building elements on the ground floor façade along both Sunset Boulevard and Bronson Avenue, as well as an art glass wall feature at the most prominent visual corner at Sunset and Bronson.
- c) On-Site Landscaping. Landscaping is incorporated to facilitate pedestrian movement where appropriate, provide separation between the sidewalk and outdoor seating areas, and define edges throughout the varying elements of the proposed project. The project also includes landscaped courtyards on the tiered office levels that will be accessible to tenants.
- d) Off-Street Parking and Driveways. The Checklist states that the safety of the pedestrian is primary in an environment where pedestrians and automobiles must both be accommodated. Vehicular entries and exits will be separated from pedestrian and bicycle entrances and exits. The main vehicular entrance and exit is located on Bronson, close to the northern boundary of the project site. The only vehicular exit on Sunset will be for service vehicles. The width of driveways will meet driveway requirements necessary to accommodate vehicles and all parking areas will be illuminated with adequate, uniform, and glare-free lighting.
- e) Building Signage and Lighting. The Checklist describes signage as part of the visual urban language and contributing to neighborhood identity and "place making". The proposed project will include pedestrian-scale signage and lighting to facilitate access to the building, clearly identify entrances and exits, and for safety and security purposes.
- f) Sidewalks. The Checklist describes that pedestrian corridors should be delineated by creating a consistent rhythm, should be wide enough to accommodate pedestrian flow, and provide pedestrian safety, specifically by creating a clear separation from the roadway and from traffic. The sidewalks along both Sunset and Bronson are proposed to be widened and improved from their existing conditions. Along Sunset Boulevard, the sidewalk width will be at least 17 feet and up to 28 feet 6 inches in front of the office lobby entrance. The sidewalk along Bronson will also vary, from a minimum of 11 feet in width up to 14 feet in front of the secondary retail entrance. Landscaping between the sidewalk and street, and in planters between the sidewalk and building entrances will provide a visual and physical separation for pedestrians from the roadway and help identify pedestrian entrances.
- g) Utilities. The Checklist describes that ideally utilities should be placed underground in order to improve and preserve the character of the street and neighborhood, increase visual appeal, and minimize obstructions in the pedestrian travel path. The proposed project will place utility equipment underground and/or in the specified zones outlined in the Walkability Checklist.

Citywide Design Guidelines for Commercial Buildings

The Citywide Design Guidelines are intended as performance goals and not zoning regulations or development standards. Although each of the Citywide Design Guidelines should be considered in a project, not all will be appropriate in every case. The project is concluded to be consistent with the six objectives of the Citywide Design Guidelines for commercial and mixed-use projects, as discussed below.

Objective 1: Consider Neighborhood Context and Linkages in Building and Site Design.

The project will create strong street walls along Sunset Boulevard and Bronson Avenue by locating building frontages at the property lines, consistent with adjacent commercial development and existing development along Sunset Boulevard, and will provide primary entrances for pedestrian that are safe, easily accessible, and a short distance from transit stops. The project will also place the retail use at the ground floor level, along street-facing walls to be visible to passersby. In addition, the project will include the installation of bicycle racks for long-term and short-term use. The building is designed to include neighborhood-serving retail uses that would enhance neighborhood context in comparison to the existing surface parking lot.

Objective 2: Employ High Quality Architecture to Define the Character of Commercial Districts.

In the vicinity of the project site, dense commercial development and high-rise structures are generally focused along the major arterials, such as Sunset Boulevard, while lower density mixed-use areas interspersed with residential uses are located along the adjacent collector and local streets. The project is designed in a contemporary architectural style that includes various building fenestration, a variety of surface materials and colors, and a stepped back design to create horizontal and vertical articulation, provide visual interest, and reduce the building scale as well as differentiate the ground retail floor from the upper office levels. The project will utilize landscaping along Bronson Avenue and Sunset Boulevard to enhance the streetscape and add visual interest. Pursuant to the City of Los Angeles Fire Code, the building is designed with a contiguous and fire-resistant wall along the western perimeter to meet the requirements of the Fire Code for a zero lot line condition. Along the western facade, the building will feature patterning and color, to the extent permitted by the Los Angeles Municipal Code, to provide visual relief and appeal. Along the northern perimeter, the building will feature a stepped-back design with landscaped terraces that would locate the tallest portion of the building along Sunset Boulevard and away from the low-rise multi-family residential uses to the north of the project site. In addition, the above-grade parking levels will integrate landscaped planters to soften the appearance of the podium parking. Accordingly, the project is designed to implement the type of high-quality architecture that is compatible with commercial districts within mixed-use urban areas.

Objective 3: Augment the Streetscape Environment with Pedestrian Amenities.

The project will enhance the streetscape adjacent to the project site, particularly along Bronson Avenue, and will retain the existing palm trees along Sunset Boulevard. In addition, the project will include low-level architectural lighting along the perimeter of the building that will serve to enhance the safety of pedestrians at night. Integration of a pedestrian accessible, ground floor retail use enhances the streetscape environment and provides additional pedestrian amenities for the community.

Objective 4: Minimize the Appearance of Driveways and Parking Areas.

Project parking will be located within five above-grade and two subterranean levels within the proposed building. The project changes enhanced the setback from the northern property line and introduced landscaped elements to soften visibility from surrounding properties. The

primary driveways will be located along Bronson Avenue, in similar locations as the existing ingress/egress points to the project site. A right-turn service-only egress will be provided on Sunset Boulevard. These ingress and egress points will include a landscaped median to beautify the driveway appearance. The proposed building, including the parking levels, will be articulated and screened in areas to provide visual interest and reduce the building scale. The project will also include Code required lighting within the parking areas.

Objective 6: Improve the Streetscape by Reducing Visual Clutter.

Project signage will follow a coordinated sign plan to include identification and wayfinding signs that will be appropriately scaled and located so as to be visible to pedestrians and compatible with the overall architecture of the project. The project will include low-level exterior lights adjacent to the proposed building for security and wayfinding purposes and will avoid unnecessary lighting fixtures. Low-level accent lighting to highlight architectural features, landscape elements, and the project's signage will also be incorporated. The project will screen any necessary rooftop equipment and locate trash enclosures within the parking garage, so as not to detract from the visual character of the project site. In addition, all major utilities will be installed underground.

Architectural Design

The project is designed in a contemporary architectural style to include building fenestration, a variety of surface materials and colors, and a stepped-back design to create horizontal and vertical articulation, provide visual interest, and reduce the building scale. Overall, the tallest portion of the project will be concentrated along Sunset Boulevard, away from the residential uses to the north. The project is designed to incorporate landscaped planter boxes to screen the podium parking levels and a textured green wall at the ground level along the northern property boundary. The wall will be planted with creeping fig on the northern side, facing the multi-family residential uses to the north of the project site. These features will improve the aesthetic character of the building, soften the appearance of the structure, and provide visual relief for the adjacent multi-family residential use to the north. In addition, the project will include landscaping along the Sunset Boulevard and Bronson Avenue frontages to enhance the aesthetic character of the project site.

The project's initial design received extensive feedback from Department of City Planning staff including Urban Design Studio and the Professional Volunteers Program (PVP), Hollywood Design Review, and in public testimony during the public hearing. The applicant has addressed the issues raised through an design enhancements, including the following changes shown below and in Table 3:

- Reduced overall height of project;
- Increased articulation;
- · Redesigned façade to integrate the skin from ground to roof;
- Incorporated landscaping to screen podium parking;
- Reduced podium parking by two levels;
- Expanded sidewalk space at the corner of Sunset/Gordon and incorporated art feature;
- Expanded sidewalk width at office entrance;
- · Enhanced storefront and façade variation along length of street;
- Enhanced glazed storefront system with view to interior lobby;
- Increased the tower separations;
- Increased the setback along the northern perimeter;

- Relocated long term bicycle parking and locker/shower facilities from loading dock/service area to be directly accessible from Bronson Avenue, adjacent to the secondary retail entrance; and
- Addition of rooftop solar

| Original Design | Updated Design (March 16) | |
|--|---|--|
| 18 Total Stories | 15 Total Stories | |
| 260 feet tall | 230 feet tall | |
| 7 levels parking above grade | 5 levels parking above grade | |
| Limited façade screening for parking podium | Integrated landscape screening for all sides and levels of parking podium | |
| 1118 Self-park spaces | 830 Self-park spaces | |
| Conceptual landscape plan | Landscape viability confirmed for variable sunlight conditions on all sides of building | |
| Corner condition: standard façade and sidewalk | Corner condition: integrated art glass wall for visual interest and expanded sidewalk for active pedestrian realm | |
| Setback from north property line: 0 | Setback approximately: 14 feet 6 inches | |
| Top of parking podium deck: 93' | Top of parking podium deck: 70' | |
| Bicycle parking in rear of building near loading areas | Bicycle parking moved to Bronson Avenue and path of travel along enlivened street frontages | |

Urban Design Studio and the Professional Volunteer Program

The project was presented to the Professional Volunteer Program (PVP) on January 4, 2015. The comments made by the professional architects for the original project design (prior to the redesign and changes noted above) include the following:

- The massing along Sunset eliminates the view corridor to the Hollywood Hills;
- · The elevator core is located in the best corner, that corner is wasted;
- No entrance on Bronson makes that side inhospitable to pedestrians;
- The street frontage is not pedestrian friendly;
- A 15 foot wide sidewalk is inadequate for Sunset Boulevard;
- · The effects of the open terraces located to the north need to be considered;
- Bicycle parking should not be located in the loading/service area, nor accessed through the truck loading entrance;
- Lots of glass façade, but very deep floor plates do not provide much natural light into the interior;
- Decorated podium parking does not help much it's still podium parking;
- The overall design looks dated, 1960's era and a dislike of the "wedding cake" look was expressed.

Proposed solutions raised by PVP:

- Try a north/south axis for the tower, rather than east/west, to preserve the view corridor;
- Increase sidewalk width to a minimum of 20 feet on Sunset Boulevard to accommodate more sidewalk seating;

- Move the elevator core to an interior location, and use the corner of Sunset/Bronson for either the office or the retail entrance. Office lobby could be a two-story element;
- The bicycle station should be moved to a more prominent location for visibility and to be more user friendly;
- Consider using autoparking;
- Daylight shafts should be designed into the project to provide more natural light to the interiors of the floor plates;
- Transitions between levels could be better articulated with exposed staircases, balconies, etc. that show the employees working and moving; and
- Bring the tower element down to the ground so it does not have such a layer cake look. Add vertical articulation, not just horizontal.

Please refer to the "Architectural Design" section above for project revisions that resulted from the PVP comments.

Sustainability

The project will 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 (Chapter IX, Article 9, of the LAMC) and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to achieve LEED Silver or equivalent green building standards. These include energy conservation, water conservation, and waste reduction features. Specifically, the project will incorporate, but not be limited to, the following features to support and promote environmental sustainability: Rooftop solar panels; electric vehicle chargers; Energy Star appliances; reduced indoor water use by at least 20 percent; plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) that comply with the performance requirements specified in the City of Los Angeles Green Building Code; weatherbased irrigation system; and water-efficient landscaping.

CONCLUSION

Based on the information submitted, the testimony received at the public hearing, and the analysis in the EIR, the Department of City Planning is recommending that the City Planning Commission:

Approve Planning Staff's Recommended actions as stated above, with the following considerations:

- Applicant to specify floor area coverage of solar panels on building rooftop
- Applicant to provide certified statement from licensed landscape architect regarding plant types, viability, and maintenance plan for all landscaped areas shown on Site Plans.

CONDITIONS FOR EFFECTUATING TENTATIVE (T) CLASSIFICATION REMOVAL

Pursuant to Los Angeles Municipal Code Section 12.32 G, the "T" Tentative Classification shall be removed by the recordation of a final tract map or by posting guarantees satisfactory to the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject City Plan Case.

Dedications and Improvements

Prior to the issuance of any building permit, public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary), the following:

A. Responsibilities/Guarantees

As part of early consultation, plan review, and/or project permit review, the applicant/ developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

Prior to the issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

i. Street Dedications

<u>Sunset Boulevard</u> (Modified Major Highway – Class II) – A 15-foot by 15-foot corner cut or a 20-foot radius property line return at the intersection with Bronson Avenue.

<u>Bronson Avenue</u> (Modified Secondary Highway) – A 9-foot wide strip of land along the property frontage to complete a 39-foot half right-of-way in accordance with Modified Secondary Highway Street standards.

ii. Street Improvements

<u>Sunset Boulevard</u> – Repair any broken, off-grade or bad order concrete curb, gutter and sidewalk. Upgrade all driveways to comply with ADA requirements and close any unused driveways with standard curb height, gutter and sidewalk.

<u>Bronson Avenue</u> – Construct additional surfacing to join the existing improvements to provide a 30-foot half roadway in accordance with Modified Secondary Highway Street standards, including asphalt pavement, integral concrete curb, 2-foot gutter and a 5-foot wide concrete sidewalk and a 4-foot landscaped parkway. Install sprinklers system in the parkway. In addition, construct a new curb ramp at the intersection with Sunset Boulevard for ADA compliance. These improvements should suitably transition to join the existing improvements.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Street lighting and street light relocation may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

Relocate traffic signals, signs, equipment and parking meets to the satisfaction of the Department of Transportation (213) 482-7024.

Refer to the Department of Water and Power regarding power pole (213) 367-2715.

Refer to the Fire Department regarding fire hydrants (213) 482-6543.

B. Drainage

Catch basins exist in Bronson Avenue. Relocate catch basins per B-Permit plan check requirements. Roof drainage and surface run-off from the property shall be collected and treated at the site and drained to the streets through drain pipes constructed under the sidewalk and through curb drains or connections to the catch basins.

C. Sewer

Sewer lines exist in Sunset Boulevard and Bronson Avenue. Extension of the 6-inch house connection laterals to the new property line will be required. Additional Sewer Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

An investigation by the Bureau of Engineering Central District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed project. Submit a request to the Central District Office of the Bureau of Engineering at (213) 482-7050.

D. Parking and Driveway Plan.

Submit parking area and driveway plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval. Emergency vehicular access shall be subject to the approval of the Fire Department and other responsible agencies.

- E. Fire Department. The requirements of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features:
 - i. No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.
 - Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
- F. Entrance to the main lobby shall be located off the address side of the building.

G. Covenant

Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Department of City Planning's Development Services Center for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the Development Services Center for attachment to the subject file.

Notice: Certificates of Occupancies for the subject properties will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.

(Q) QUALIFIED CONDITIONS OF APPROVAL

Pursuant to Section 12.32 of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

A. Entitlement Conditions

- Site Development. Except as modified herein, the project shall be in substantial conformance with the plans and materials stamped "Exhibit A" and dated March 16, 2016, and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
- Development Services Center. Prior to sign-off on building permits by the Department of City Planning's Development Services Center for the project, the Department of City Planning's Major Projects Section shall confirm, via signature, that the project's building plans substantially conform to the conceptual plans stamped as Exhibit "A", as approved by the City Planning Commission.

Note to Development Services Center: The plans presented to, and approved by, the City Planning Commission (CPC) included specific architectural details that were significant to the approval of the project. Plans submitted at plan check for condition clearance shall include a signature and date from Major Projects Section planning staff to ensure plans are consistent with those presented at CPC.

- Height. The height of the project shall not exceed 230 feet above grade level, not including rooftop structures, as set forth on the attached height exhibit labeled as Exhibit "A" stamped and dated March 16, 2016, pursuant to Section 12.21.1 of the Municipal Code.
- 4. Floor Area. The total floor area of commercial office use shall not exceed 274,000 square feet and the total floor area of retail use shall not exceed 26,000 square feet.
- Setbacks. The setbacks for the proposed office building shall be in conformance with Section 12.16-A of the LAMC, and shall be in substantial conformance with the site plan labeled as Exhibit "A" stamped and dated March 16, 2016, including an approximately 14 foot 6 inch setback along the northern property boundary.
- Above Grade Parking. Parking above grade shall be limited to no more than five parking levels above the ground floor retail level.
- Bicycle Parking. The project shall provide bicycle parking pursuant to Section 12.21–A, 16, of the LAMC.
- 8. Landscape Plan. Prior to the issuance of a building permit, the project proponent shall submit a detailed landscape plan prepared by a licensed landscape architect for all landscaped areas of the project site. The landscape plan shall include specific plant types and maintenance information. The landscape plan shall be submitted to the Major Projects staff for signature and inclusion in the case file.

- 9. **Solar Panels.** The project shall include a minimum number of solar panels to provide a 30 kilowatt solar power system for the project.
- 10. **Development Agreement.** Prior to the issuance of a building permit and/or certificate of occupancy, the Department of Building and Safety shall confirm that the public benefits, as identified in Case No. CPC-2015-984-DA, have been satisfied.
- 11. **Maintenance.** The subject property, including associated parking facilities, sidewalks, landscaped parkways and planters, shall be maintained in an attractive condition and shall be kept free of trash and debris. Trash receptacles shall be located throughout the site.
- 12. **Community Relations.** A 24-hour "hot-line" phone number for the receipt of construction-related complaints from the community shall be provided to immediate neighbors and the local neighborhood association, if any. The applicant shall be required to respond within 24-hours to any complaints received on this hotline.
- 13. **Posting of Construction Activities.** The adjacent residents shall be given regular notification of major construction activities and their duration. A visible and readable sign (at a distance of 50 feet) shall be posted on the construction site identifying a telephone number for inquiring about the construction process and to register complaints.

B. Administrative Conditions

- 14. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
- 15. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.
- 16. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Department of City Planning Development Services Center for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
- 17. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
- 18. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
- 19. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.

- 20. Corrective Conditions. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
- Indemnification and Reimbursement of Litigation Costs. Applicant shall do all of the following:
 - i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
 - iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$25,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

22. Mitigation Monitoring. Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program, Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). The City of Los Angeles Department of City Planning is the Lead Agency for the 5901 Sunset Project.

An Environmental Impact Report has been prepared to address the potential environmental impacts of the proposed project. Where appropriate, this environmental document identified project design features or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the project. The MMP is subject to review and approval by the Lead Agency as part of the certification of the EIR and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the EIR, with an accompanying identification of the following:

- Monitoring Phase, the phase of the project during which the mitigation measure shall be monitored;
 - Pre-Construction, including the design phase
 - o Construction
 - Occupancy (post-construction)
- Enforcement Agency, the agency with the authority to enforce the mitigation measure; and
- Monitoring Agency, the agency to which reports including feasibility, compliance, implementation, and development are made.

The Project Applicant shall be obligated to provide certification prior to the issuance of site or building plans that compliance with the required mitigation measures has been achieved. All departments listed below are within the City of Los Angeles unless otherwise noted. The Project Applicant shall be responsible for implementing all mitigation measures unless otherwise noted.

Aesthetics/Visual Quality, Views, Light/Glare, and Shading

Project Design Feature A-1: Temporary construction fencing with an approximate height of eight feet shall be placed around the perimeter of the Project site to screen construction activity from view at street level.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction Action Indicating Compliance: Field inspection sign-off

Project Design Feature A-2: The Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction Action Indicating Compliance: Field inspection sign-off

Project Design Feature A-3: Light sources associated with Project construction shall be shielded and/or aimed so that no direct beam illumination is provided outside of the Project site boundary. However, construction lighting shall not be so limited as to compromise the safety of construction workers.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction Action Indicating Compliance: Field inspection sign-off

Project Design Feature A-4: All new street and pedestrian lighting required for the Project shall be shielded and directed away from any off-site light-sensitive uses.

> Enforcement Agency: City of Los Angeles Department of Building and Safety

> Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, at field inspection prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Field inspection sign-off; Issuance of Certificate of Occupancy

Project Design Feature A-5: Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light spillover onto adjacent properties.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, at field inspection prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Field inspection sign-off; Issuance of Certificate of Occupancy

Project Design Feature A-6: All exterior windows and glass used on building surfaces shall be non-reflective or treated with a non-reflective coating.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, at field inspection prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Field inspection sign-off; Issuance of Certificate of Occupancy

Project Design Feature A-7: All on-site exterior lighting shall be automatically controlled via photo sensor to illuminate only when required.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, at field inspection prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Field inspection sign-off; Issuance of Certificate of Occupancy

Project Design Feature A-8: The Applicant has designed the building to shift massing towards Sunset Boulevard and use terraced floor plates with large outdoor landscaped open areas facing land uses to the north.

Enforcement Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval and issuance of building permit

Project Design Feature A-9: The Applicant has designed the building with varied setbacks along the Sunset Boulevard sidewalk interface with the ground-floor uses to add visual interest, reduce bulk, enhance the walkability, improve the aesthetic character, and enliven street frontage in the pedestrian zone.

Enforcement Agency: City of Los Angeles Department of City Planning; Los Angeles Department of Building and Safety Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval and issuance of building permit

Project Design Feature A-10: The Applicant has designed the building to include a landscaped median between the ingress and egress points along Bronson Avenue to improve pedestrian safety and provide aesthetic quality to the primary vehicular access point of the building.

Enforcement Agency: City of Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval and issuance of building permit

Project Design Feature A-11: The Applicant has designed the building to soften the northeast corner of the structure by removing a portion of the northern façade at grade level to reduce the abruptness of the building interface with adjacent residential uses.

Enforcement Agency: City of Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval and issuance of building permit

Project Design Feature A-12: The Applicant has designed the building with landscaped features along Bronson Avenue to beautify the street frontage and enhance the pedestrian and visual experience.

Enforcement Agency: City of Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check; Once, at field inspection prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Plan approval and issuance of building permit; Issuance of Certificate of Occupancy

Project Design Feature A-13: The Applicant has designed the building to incorporate a green screen along the northern façade of the building.

Enforcement Agency: City of Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check; Once, at field inspection prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Plan approval and issuance of building permit; Issuance of Certificate of Occupancy

Project Design Feature A-14: The Applicant has designed the building to include building fenestration and a variety of surface materials and colors.

Enforcement Agency: City of Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval and issuance of building permit

Project Design Feature A-15: The Applicant has designed the building to include space for landscaped courtyards in tiered office levels.

Enforcement Agency: City of Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval and issuance of building permit

Greenhouse Gas Emissions

Project Design Feature C-1: The new buildings and infrastructure shall be designed to be environmentally sustainable and to achieve the standards of the Silver Rating under the U.S. Green Building Council's Leadership in Energy Efficiency and Design (LEED[®]) green building program or equivalent green building standards.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action(s) Indicating Compliance: Plan approval and issuance of building permit

Project Design Feature C-2: The Applicant shall develop and implement a Transportation Demand Management Program that includes strategies to promote nonauto travel and reduce the use of single-occupant vehicle trips. The Transportation Demand Management Program shall be subject to review and approval by the Department of City Planning and LADOT. The Transportation Demand Management Program shall implement measures able to achieve a 15-percent reduction in daily trips related to proposed office use and 10-percent reduction in daily trips related to the proposed supermarket.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation Monitoring Phase: Operation Monitoring Frequency: Annually, during operation Action Indicating Compliance: Annual compliance report

Cultural Resources

Mitigation Measure D-1: If any paleontological materials are encountered during ground-disturbing activities for construction of the Project, all further ground-disturbing activities in the area shall be temporarily diverted and the services of a qualified paleontologist shall then be secured by contacting the Center for Public Paleontology at USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the County Natural History Museum. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the reasonable satisfaction of the paleontologist.

Enforcement Agency: City of Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: To be determined by consultation with paleontologist if resource(s) are discovered

Action(s) Indicating Compliance: If unanticipated discoveries are found, submittal of compliance certification report by a qualified paleontologist

Geology and Soils

Project Design Feature E-1: A shoring plan shall be implemented during construction to provide stable excavations and prevent settlement due to the removal of adjacent soil.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check prior to issuance of applicable building permit for report approval; Periodic field inspections during construction

Action Indicating Compliance: Issuance of applicable building permit; Field inspection sign-off

Project Design Feature E-2: If existing fill material is to be re-used as engineered fill, any oversize material and any deleterious debris and/or organic matter encountered in the fill material shall be removed. **Enforcement Agency:** City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction **Action Indicating Compliance:** Field inspection sign-off

Mitigation Measure E-1: All vegetation, existing fill, and soft or disturbed earth materials shall be removed from the areas to receive controlled fill. The excavated areas shall be carefully observed by the geotechnical engineer prior to placing compacted fill.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction **Action Indicating Compliance:** Field inspection sign-off

Mitigation Measure E-2: Any vegetation or associated root system located within the footprint of the proposed structures shall be removed during grading. Any existing or abandoned utilities located within the footprint of the proposed structures shall be removed or relocated as appropriate. All existing fill materials and any disturbed earth materials resulting from grading operations shall be removed and properly recompacted prior to foundation excavation. Subsequent to the indicated removals, the exposed grade shall be scarified to a depth of six inches, moistened to optimum moisture content, and recompacted in excess of the minimum required comparative density.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction **Action Indicating Compliance:** Field inspection sign-off

Mitigation Measure E-3: All fill shall be mechanically compacted in layers not more than eight inches thick. All fill shall be compacted to at least 95 percent of the maximum laboratory density for the materials used. The maximum density shall be determined by laboratory testing using the most recent revision of ASTM D 1557.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction **Action Indicating Compliance:** Field inspection sign-off

Mitigation Measure E-4: Field observation and testing shall be performed by a geotechnical engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than

required, additional compactive effort shall be made with adjustment of the moisture content, as necessary, until a minimum of 95-percent compaction is obtained.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction Action Indicating Compliance: Field inspection sign-off

Mitigation Measure E-5: The excavated onsite materials are considered satisfactory for reuse in the controlled fills as long as any debris and/or organic matter is removed. Any imported materials shall be observed and tested by a geotechnical engineer prior to use in fill areas. Imported materials shall contain sufficient fines so as to be relatively impermeable and result in a stable subgrade when compacted. Any required import materials shall consist of relatively non-expansive soils with an expansion index of less than 20. The water-soluble sulfate content of the import materials should be less than 0.1 percent by weight.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction Action Indicating Compliance: Field inspection sign-off

Mitigation Measure E-6: Prior to issuance of grading permits, the Project Applicant shall submit final design plans and a geotechnical engineering report to the Los Angeles Department of Building and Safety for review and approval. The design-level geotechnical engineering report shall be used for final design of the foundation system for the structures and will take into consideration the engineering properties beneath the proposed structures and the projected loads. The final report shall specify exact design coefficients that are needed by structural engineers to determine the type and sizing of structural building materials. The final report shall be subject to the specific performance criteria imposed by all applicable state and local codes and standards. The final geotechnical report shall be prepared by a registered civil engineer or certified engineering geologist and include appropriate measures to minimize seismic hazards and ensure structural safety of the proposed structure. The proposed structure shall be designed and constructed in accordance with all applicable provisions of the applicable California Building Code and the Los Angeles Building Code.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check prior to issuance of applicable building permit for report approval; Periodic field inspections during construction

Action(s) Indicating Compliance: Issuance of applicable building permit; Field inspection sign-off

Noise

Project Design Feature G-1: Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts would be generated.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor.

Project Design Feature G-2: Project construction shall not include the use of driven (impact) pile systems.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor.

Project Design Feature G-3: All outdoor mounted mechanical equipment shall be enclosed or screened from off-site noise-sensitive receptors. In addition, any testing of alarms for the Project shall occur within the construction hours specified in the LAMC (see Regulatory Compliance Measure G-1). The contact information of the on-site project manager shall be available for the surrounding neighbors during testing of alarms.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check; Once, at field inspection prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Plan approval and issuance of building permit; Issuance of Certificate of Occupancy

Project Design Feature G-4: Driveways within the parking garage shall utilize nonsqueal paving finishes.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check; Once, at field inspection prior to issuance of Certificate of Occupancy Action Indicating Compliance: Plan approval and issuance of building permit; Issuance of Certificate of Occupancy

Project Design Feature G-5: The majority of mechanical equipment, including chillers, cooling towers, and air handlers, shall be installed on the roof of the building and shall not be located along the northern boundary of the Project site.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check; Once, at field inspection prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Plan approval and issuance of building permit; Issuance of Certificate of Occupancy

Mitigation Measure G-1: A temporary and impermeable sound barrier shall be erected in the following locations:

- Along the northern property line of the Project site between the construction area and the adjacent apartment buildings to the north. The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of the adjacent apartment buildings.
- Along the eastern property line of the Project site between the construction area and apartment building on the east side of Bronson Avenue. The temporary sound barrier shall be designed to provide minimum 15-dBA noise reduction at the ground level.
- Along the southern property line of the Project site between the construction area and the apartment building on Tamarind Avenue and the Sunset Bronson Studios (studio facing Bronson Avenue). The temporary sound barrier shall be designed to provide a minimum 8-dBA noise reduction at the ground level of the apartment building on Tamarind Avenue and a 5-dBA noise reduction at the Sunset Bronson Studios.

Enforcement Agency: City of Los Angeles Department of Building and Safety.

Monitoring Agency: City of Los Angeles Department of Building and Safety.

Monitoring Phase: Pre-Construction; Construction.

Monitoring Frequency: Once, at plan check; Periodic field inspections during construction

Action Indicating Compliance: Plan approval and issuance of building permit; Field inspection sign-off; quarterly compliance certification report submitted by project contractor

Mitigation Measure G-2: Stationary source equipment that is flexible with regard to relocation (e.g., generators and compressors) shall be located so as to maintain the greatest distance from sensitive land uses, and unnecessary idling of such equipment shall be prohibited.

Enforcement Agency: City of Los Angeles Department of City Planning Monitoring Agency: City of Los Angeles Department of City Planning Monitoring Phase: Construction Monitoring Frequency: Periodic field inspections during construction Action Indicating Compliance: Field inspection sign-off

Mitigation Measure G-3: Loading and unloading of heavy construction materials shall be located on-site and away from noise-sensitive uses.

Enforcement Agency: City of Los Angeles Department of Building and Safety.

Monitoring Agency: City of Los Angeles Department of Building and Safety.

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction **Action Indicating Compliance:** Field inspection sign-off

Mitigation Measure G-4: The contractor shall employ the following construction methods to minimize the generation of ground-borne vibration at the adjacent buildings to the north of the Project site:

- a) Utilize smaller pieces of construction equipment, such as a small bulldozer and hand held compactors, when construction occurs within 22 feet of the adjacent buildings to the north or within 8 feet of the building to the west.
- b) Avoid using a jackhammer within 12 feet of the adjacent buildings to the north or 5 feet of the building to the west; use a saw to cut the asphalt.
- c) Utilize mini-caisson or alternative methods for installation of piles within 22 feet of the adjacent buildings to the north or 8 feet of the building to the west.
- d) Retain the services of a qualified vibration consultant to inspect the adjacent buildings to the north and to the west of the Project site prior to construction and monitor ground-borne vibration at the adjacent buildings to the north and to the west of the Project site during site grading/excavation (when the use of heavy construction equipment, such as a large bulldozer, drill rig, or loaded truck occurs) within 15 feet and 8 feet of the building structures to the north and west, respectively. If the measured ground-borne vibration levels exceed 0.12 inch/second (PPV) and 0.5 inch/second (PPV) at the structures to the north and west, respectively, an on-site alarm shall sound off and work along the adjacent buildings to the north and west shall be halted. The Project contractor shall evaluate the adjacent buildings to the north and west for vibration damage and employ alternative construction methods so that the ground-borne vibration levels remain below 0.12 inch/second (PPV) and 0.5 inch/second (PPV) at the structures to the north and west, respectively. In the event vibration damage is revealed, such damage at the adjacent buildings to the north and west shall be repaired. Vibration damage to the adjacent buildings to the north shall be repaired in conformance with the Secretary of Interior Standards for rehabilitation with the consultation of a certified Historic Consultant.

Enforcement Agency: City of Los Angeles Department of Building and Safety.

Monitoring Agency: City of Los Angeles Department of Building and Safety.

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction Action Indicating Compliance: Field inspection sign-off

Traffic, Access, and Parking

Project Design Feature H-1: The Project Applicant shall provide for the striping of the words "DO NOT BLOCK" on Bronson Avenue adjacent to the Project site driveway.

Enforcement Agency: City of Los Angeles Department of Transportation; Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of Transportation Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check; Once, at field inspection prior to issuance of Certificate of Occupancy

Action(s) Indicating Compliance with Mitigation Measure(s): Plan approval and issuance of building permits; Issuance of Certificate of Occupancy

Mitigation Measure H-1: Prior to the start of construction, the Project Applicant shall prepare a detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, and submit it to the Los Angeles Department of Transportation for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project site, and shall include, but not be limited to, the following elements, as appropriate:

- Construction workers shall not park their vehicles on adjacent residential streets.
- Temporary traffic control during all construction activities adjacent to public rights-ofway shall be implemented to improve traffic flow on public roadways (e.g., flag men).
- Construction activities shall be scheduled to reduce the effect on traffic flow on surrounding arterial streets.
- Construction-related vehicles shall not be parked on surrounding public streets.
- Promoting safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate.
- Construction-related deliveries, haul trips, etc., shall be scheduled to occur outside the commuter peak hours to the extent feasible.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation Monitoring Phase: Pre-construction

Monitoring Frequency: Once, prior to issuance of demolition or building permit

Action Indicating Compliance: Written verification of approval of Construction Management Plan from the Los Angeles Department of Transportation prior to the issuance of demolition and/or construction permits

Mitigation Measure H-2: The Applicant shall develop and implement a Transportation Demand Management Program that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. The Transportation Demand Management Program shall be subject to review and approval by the Department of City Planning and LADOT. The Transportation Demand Management Program shall include design features, transportation services, education, and incentives intended to reduce the amount of single-occupant vehicles during commute hours. The Transportation Demand Management Program may include, but is not be limited to, the following:

- Provide an internal Transportation Management Coordination Program with an onsite transportation coordinator;
- Promotion and administrative support for formation of carpools/vanpools and rideshare, including preferential loading/unloading or parking location;
- Bicycle amenities including short- and long-term bicycle parking, lockers, and showers;
- Guaranteed ride home program;
- Flexible or alternative work schedules and telecommuting programs;
- Transit routing and schedule information;
- Provide rideshare matching services;
- Establish bike- and walk-to-work promotions;
- A provision for requiring compliance with the State Parking Cash-out Law in all leases;
- Contribute a one-time fixed fee of \$150,000 to the City's Bicycle Plan Trust Fund for implementation of bicycle improvements in the Project vicinity;
- Participate as a member of the future Hollywood Transportation Management Organization when operational; and
- Coordinate with LADOT to determine if the Project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles).

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation Monitoring Phase: Operation

Monitoring Frequency: Annually, during operation **Action Indicating Compliance:** Annual compliance report

Mitigation Measure H-3: Intersection No. 8: Bronson Avenue and Sunset Boulevard— The Project Applicant shall coordinate with LADOT to fund and implement the widening and restriping of Bronson Avenue to provide a southbound dedicated right-turn lane. The installation of the southbound right-turn lane can be accommodated by the widening of the roadway by approximately six feet adjacent to the Project site frontage along the west side of Bronson Avenue. After completion of this mitigation measure, the southbound approach would provide one left-turn lane, one through lane, and one rightturn lane. Approximately four on-street parking spaces may be removed along the west side of Bronson Avenue to accommodate the widening.

Enforcement Agency: City of Los Angeles Department of Transportation; Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of Transportation Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once at plan check; once prior to issuance of Certificate of Occupancy

Action(s) Indicating Compliance with Mitigation Measure(s): Plan approval and issuance of building permits; Issuance of a Certificate of Occupancy

Mitigation Measure H-4: Harold Way: The Project Applicant shall coordinate with LADOT to conduct a study of traffic volumes along Harold Way that includes 24-hour traffic counts before and after Project occupancy. The Project Applicant shall be responsible for collecting 24-hour count data on Harold Way prior to Project opening and again once when the Project has been in full operation with at least 85 percent occupancy for at least six months. The counts shall be assessed to determine the level of impact resulting from the Project. If the impact exceeds the LADOT criteria for residential street segments, then the Project Applicant shall fund and implement nonrestrictive traffic control measures along Harold Way, in an amount not to exceed \$80,000, provided that such measures are supported by a majority of residential stakeholders and approved by LADOT. The traffic control measures recommended in the Traffic Study include a mid-block curb bump-out, which would be located along Harold Way midway between the US-101 Southbound Freeway Ramp and Bronson Avenue, and a radar-equipped speed feedback sign, which would alert drivers to their current speed, and would be installed on Harold Way to face westbound traffic. Other potential and feasible traffic calming measures include edge lines, stop signs, speed humps, raised median islands, or peak-period turn restrictions. The \$80,000 available for mitigation would be sufficient to implement the two improvements recommended in the Traffic Study or one or more of the alternative traffic control measures from the list in the preceding sentence that would be similarly effective at mitigating the significant traffic impact on Harold Way.

> Enforcement Agency: City of Los Angeles Department of Transportation; Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of Transportation Monitoring Phase: Construction; Operation

Monitoring Frequency: Once, prior to issuance of Certificate of Occupancy; Once, after the Project has been in full operation with at least 85 percent occupancy for at least six months

Action(s) Indicating Compliance with Mitigation Measure(s): Issuance of Certificate of Occupancy

Water Supply

Project Design Feature I-1: The Project shall include implementation of the following water conservation measures:

- High-efficiency toilets with flush volume of 1.0 gallon of water per flush.
- Kitchen faucets with flow rate of 1.5 gallons per minute or less.
- Waterless urinals.
- Showerheads with flow rate of 1.5 gallons per minute or less.
- Rotating sprinkler nozzles for landscape irrigation—0.5 gallon per minute.
- Drought-tolerant plants—Landscaped areas would comprise a total of approximately 15,858 square feet. Of this amount, 26 percent of the total landscaping would comprise low-water use plants and 33

percent of total landscaping would comprise low to moderate water use plants. The remainder would include

34 percent of moderate water use and 7 percent high water use.

- Domestic water heating system located in close proximity to point(s) of use.
- Individual metering and billing for water use.
- Tankless and on-demand water heaters.

- Cooling Tower Conductivity Controllers or Cooling Tower pH Conductivity Controllers.
- Drip/Sub-surface Irrigation (Micro-Irrigation)—Majority of planting shall be irrigated by sub-surface drip irrigation. Trees shall be irrigated with bubblers at 0.5 gallon per minute.
- Micro-Spray-Turf shall be irrigated with micro-spray at 0.5 gallon per minute.
- Proper Hydro-zoning.
- Zoned Irrigation.
- Landscaping contouring to minimize precipitation runoff. All excess runoff shall be directed to a filtration planter before being discharged to the street.
- Limited Use of Turf—Approximately 7 percent of landscaping shall comprise high water use turf.
- Weather based controller for irrigation.

Enforcement Agency: City of Los Angeles Department of Water and Power

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check; Once, prior to issuance of Certificate of Occupancy (to verify any necessary installation)

Action Indicating Compliance: Plan approval and issuance of building permits; Issuance of Certificate of Occupancy

Energy Resources

Project Design Feature C-1: The new buildings and infrastructure shall be designed to be environmentally sustainable and to achieve the standards of the Silver Rating under the U.S. Green Building Council's Leadership in Energy Efficiency and Design (LEED[®]) green building program or equivalent green building standards.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check; Once, at field inspection prior to issuance of Certificate of Occupancy

Action(s) Indicating Compliance: Plan approval and issuance of building permit; Issuance of Certificate of Occupancy

Project Design Feature C-2: The Applicant shall develop and implement a Transportation Demand Management Program that includes strategies to promote nonauto travel and reduce the use of single-occupant vehicle trips. The Transportation Demand Management Program shall be subject to review and approval by the Department of City Planning and LADOT. The Transportation Demand Management Program shall implement measures able to achieve a 15-percent reduction in daily trips related to proposed office use and 10-percent reduction in daily trips related to the proposed supermarket.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation Monitoring Phase: Operation Monitoring Frequency: Annually, during operation Action Indicating Compliance: Annual compliance report

Project Design Feature I-1: The Project shall include implementation of the following water conservation measures:

- High-efficiency toilets with flush volume of 1.0 gallon of water per flush.
- Kitchen faucets with flow rate of 1.5 gallons per minute or less.
- Waterless urinals.
- Showerheads with flow rate of 1.5 gallons per minute or less.
- Rotating sprinkler nozzles for landscape irrigation—0.5 gallon per minute.
- Drought-tolerant plants—Landscaped areas would comprise a total of approximately 15,858 square feet. Of this amount, 26 percent of the total landscaping would comprise low-water use plants and 33

percent of total landscaping would comprise low to moderate water use plants. The remainder would include

34 percent of moderate water use and 7 percent high water use.

- Domestic water heating system located in close proximity to point(s) of use.
- Individual metering and billing for water use.
- Tankless and on-demand water heaters.
- Cooling Tower Conductivity Controllers or Cooling Tower pH Conductivity Controllers.
- Drip/Sub-surface Irrigation (Micro-Irrigation)—Majority of planting shall be irrigated by sub-surface drip irrigation. Trees shall be irrigated with bubblers at 0.5 gallon per minute.
- Micro-Spray—Turf shall be irrigated with micro-spray at 0.5 gallon per minute.
- Proper Hydro-zoning.
- Zoned Irrigation.
- Landscaping contouring to minimize precipitation runoff. All excess runoff shall be directed to a filtration planter before being discharged to the street.
- Limited Use of Turf—Approximately 7 percent of landscaping shall comprise high water use turf.
- Weather based controller for irrigation.

Enforcement Agency: City of Los Angeles Department of Water and Power

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, prior to plan approval; Once, prior to issuance of Certificate of Occupancy (to verify any necessary installation) Action Indicating Compliance: Plan approval and issuance of building permits; Issuance of Certificate of Occupancy

"D" DEVELOPMENT LIMITATIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "D" Development Limitations.

- 1. Floor Area. A project on this site may be developed at a Floor Area Ratio not to exceed 4.5:1.
- 2. **Maximum Height.** No building or structure located on the subject property shall exceed a height of 230 feet, not including rooftop structures, as shown on the attached Exhibit A, pursuant to Section 12.21.1 of the Municipal Code.

CONDITIONS OF APPROVAL

A. Entitlement Conditions

- 1. Electric Vehicle Parking. The project shall include at least twenty (20)% of the total code-required parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. Of the 20% EV Ready, five (5)% of the total code required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the 20% or 5% results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.
- Solar Panels. Solar panels shall be installed on the project's rooftop space and/or equipment, in substantial conformance with the site plan labeled as Exhibit "A" stamped and dated March 16, 2016.
- Graffiti Removal. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
- 4. Aesthetics. The structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair and free of graffiti, trash, overgrown vegetation, or similar material, pursuant to Municipal Code Section 91,8104. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

B. Administrative Conditions

- Approval, Verification and Submittals. Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
- Code Compliance. Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.
- 7. Covenant. Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Department of City Planning Development Services Center for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
- Definition. Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

- Enforcement. Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
- Building Plans. Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
- 11. Corrective Conditions. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
- 12. Indemnification and Reimbursement of Litigation Costs. Applicant shall do all of the following:
 - i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
 - iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$25,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

General Plan/Charter Findings

1. General Plan Land Use Designation.

The subject property is located within the 1988 Hollywood Community Plan (Effective Date April 1, 2014), which designates the property as Highway Oriented Commercial in the P-1 and the C4-1-SN Zones.

The General Plan Framework identifies Highway Oriented Commercial areas as a function of General Commercial Land Use chapter, and "applies to a diversity of retail sales and services, office, and auto-oriented uses." The Framework identifies the General Commercial land use with the corresponding C2 and [Q]C2 zones. The General Plan Framework identifies Regional Centers, however, as containing a diversity of high-density uses, including "corporate and professional offices, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supportive services" having an FAR of 1.5:1 to 6:1, and which allow for a significant number of jobs and many non-work destinations that generate and attract a high number of vehicular trips" that also "function as a hub of regional bus or rail transit." The corresponding zones for Regional Center land use are CR, C1.5, C4 and [Q]C2.

The Hollywood Community Plan sets forth specific land use requirements and objectives for projects in Hollywood, intended to "further the development of Hollywood as a major center of population, employment, retail services, and entertainment." Located less than 3 blocks east of the Hollywood Center area of the Hollywood Community plan, the proposed project would locate over approximately 300,000 square feet of jobs-producing and retail-serving commercial uses immediately adjacent to high density housing and existing entertainment-oriented employers and businesses. In addition, the project is an approximate 15-minute walk from the Hollywood/Western Metro Station, and is within walking distance of Metro bus lines: 2/302, 180/181, and 217.

The project is seeking a General Plan Amendment to unify the project site under the Regional Center Commercial land use designation, consistent with the properties to the immediate west and southwest along Sunset Boulevard at the northeastern and southeastern intersections of Gordon Street. In addition, the proposed Zone and Height District Change will similarly unify the entire project site under the C4 zone and Height District No. 2, creating a unified pattern of zoning and corresponding land use designation along the northern frontage of Sunset Boulevard between Gordon Street and Bronson Avenue.

2. General Plan Text

 <u>Hollywood Community Plan</u>: The Hollywood Community Plan text includes the following relevant land use objectives:

"Objective 1: To coordinate the development of Hollywood with that of the City of Los Angeles and the metropolitan area.

To further the development of Hollywood as a major center of population, employment, retail services, and entertainment and to perpetuate its image as the international center of the motion picture industry."

"Objective 2: To designate lands at appropriate locations for various private uses and public facilities in the quantities and at densities required to accommodate a population and activities...

Objective 4: To promote economic well being and public convenience through: (a) allocating and distributing commercial lands for retail, service, and office space in quantities and patterns based on accepted planning principles and standards.

The proposed project is an approximate 300,000 square-foot commercial development of retail-serving and jobs-producing office uses. In addition to replacing a surface parking lot in a high density area characterized by multi-family residences and location to public transit, the project will provide much-needed jobs to the Hollywood Plan area, as well as neighborhood serving retail and restaurant uses, which support Hollywood as a major center of population, employment, retail services, and entertainment.

b. Land Use Chapter: The project will support and will be generally consistent with the General Plan Framework Land Use Chapter as it will contribute to the needs of future residents, businesses, and visitors. The project will introduce office and retail uses to a site currently used as a surface parking lot owned by and used for the Sunset Bronson Studio located on the southeast corner of Sunset Boulevard and Bronson Avenue. In addition, the project will comply with the goal, objective and policies set forth in the General Plan Framework Land Use Chapter as follows:

Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center"

Policy 3.10.2: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.

Policy 3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity and provide adequate transitions with adjacent residential uses at the edges of the centers.

Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate.

Policy 3.10.6: Require that Regional Centers be lighted to standards appropriate for nighttime access and use.

The project is located is an area of Hollywood consisting of Regional Center, Highway Oriented Commercial, Limited Manufacturing, and Medium Residential land uses, catering to a pattern of development that accommodates, jobs, industry, and medium- to high-density housing and retail services. The project site's proposed Regional Center land use designation will support the area's diversity of uses, consistent with the Regional Center's identity as a focal point of commerce, identity, and activity. The proposed project will enliven the immediate area by replacing a surface parking lot with the introduction of a major new office building in a development that reinforces the character of Sunset Boulevard. The immediate area is a center for motion picture, post production, on-line media streaming, film production, music production and Emerson College's Film and Entertainment and Arts Campus. The addition of the project will thereby enhance the existing diversity of jobs, services, industry, and housing. The project is located in a high-activity area and is well-served by public infrastructure, including transit, as well as the Metro Red Line.

- c. <u>Health and Wellness Element:</u> Plan for a Healthy Los Angeles, the Health and Wellness Element of the General Plan, calls for the promotion of a healthy built environment in a manner that enhances opportunities for improved health and well-being, and which promotes healthy living and working conditions. The proposed project complies with the following policies:
 - Policy 3.2.1: Pattern of development that considers proximity to public transit corridors and station
 - Policy 3.2.3: Land use patterns that emphasize pedestrian/bicycle access
 - Policy 3.4.1: Encourage new development to be located near rail and bus transit stations and corridors
 - Policies 3.8.4-3.8.6: Promote pedestrian activity (streetscape improvements) in neighborhood districts
 - Policy 7.3.5: Improve the movement of goods and workers to industrial areas
 - Policy 3.10.2: Encourage development of multi-modal transportation centers
 - Policies 3.10.4 & 3.10.6: Promote pedestrian activity (streetscape improvements) in regional centers

The project locates jobs and services within walking distance to multiple Metro bus lines, and within a 15-minute walk of the Metro Red Line station at Hollywood/Western. Moreover, locating high quality office in an area that includes a diversity of uses, including high- and medium-residential housing, promotes the jobs-housing balance for local residents, thereby helping reduce vehicle miles travelled for employees of the project site. The project proposes accommodating a grocery store within the designated ground floor retail area, with pedestrian access along Sunset Boulevard, and secondary access along both street frontages, with delineated access separate and apart from vehicular activity, promoting a safe path of travel.

d. <u>Mobility Element</u>: Mobility Plan 2035, the Mobility Element of the General Plan, will be affected by the recommended action herein. Pursuant to the recently adopted Mobility Element, Sunset Boulevard is designated an Avenue I, with a 100 foot right-of-way and a 70-foot roadway width. Bronson Avenue is designated as a Modified Avenue III with a 78-foot right-of-way and a 6- foot roadway width. The Project includes project design features and mitigation measures, including a Transportation Demand Management Program, aimed at addressing transportation-related impacts associated with the proposed project. Moreover, the Bureau of Engineering has required dedications and/or improvements of Sunset Boulevard and Bronson Avenue as necessary.

The project site is well served by public transit, including regional and local bus lines (Metro Regional/Local Lines 2/302, 180/181, and 217 and LADOT DASH Hollywood and Hollywood/Wilshire) as well as the Hollywood/Western Metro Red line, located less than a mile, or a 15 minute walk from the project site. The project includes 41 short-term and 68 long-term bicycle parking spaces and related facilities in accordance with the provisions of the LAMC. These facilities are located in direct proximity to the street, with

designated access and signage intended to promote awareness and reduce conflicts with pedestrians and vehicles.

- e. <u>Sewerage Facilities Element</u>: Improvements may be required for the construction or improvement of sewer facilities to serve the subject Project and complete the City sewer system for the health and safety of City inhabitants, which will assure compliance with the goals of this General Plan Element.
- f. <u>Street Lights</u>: Any City required installation or upgrading of street lights is necessary to complete the City street improvement system so as to increase night safety along the streets which adjoin the subject property.
- Charter Findings City Charter Sections 555, 556 and 558 (General Plan Amendment). The proposed General Plan Amendment complies with the procedures as specified in Section 555 of the Charter, including:
 - a. Amendment in Whole or in Part. The General Plan Amendment before the City Planning Commission represents an Amendment in Part of the Hollywood Community Plan, representing a change to the physical identity of project site, which is currently designated as Highway Oriented Commercial and zoned P-1 and C4-1-SN. However, the C4 Zone is not a corresponding zone to the Highway Oriented Commercial land use designation and the General Plan Amendment is necessary to provide consistency and conformity to the land use and zoning provisions of the Hollywood Community Plan. The Plan Amendment to Regional Center Commercial is consistent with the abutting Regional Center Commercial land use designation abutting the project site immediately to the west, and the instant request provides the City an opportunity to correct an inconsistency while simultaneously underutilized developing site in manner consistent with the an а goals and objectives of the General Plan Framework for Regional Centers.

In adopting a Plan Amendment to the Regional Center Commercial plan designation the City finds that the subject property has significant economic and physical identity when viewed with development in the immediate area. This portion of Sunset Boulevard from Gower Street to Van Ness Avenue has contained two major motion picture and television studios for over 80 years. Sunset and Gower Studios is the former location for Columbia Studios and the Sunset Bronson Studios was once owned by Warner Brothers Studio, which is the site of the production of the "Jazz Singer" produced in 1928, the Motion Picture Industry's first motion picture with its own soundtrack.

The area is planned for Light Industrial uses at the studios, which because of the large size of the lots, have recently developed the first major office buildings to be built in the Hollywood area over the last 80 years.

The subject area has also seen two Plan Amendments to Regional Center Commercial to accommodate the West Coast campus of Emerson College's School of Film and Entertainment Arts and the high-rise Sunset/Gordon residential project. The two new high-rise office buildings in the immediate vicinity are 100% occupied by Technicolor Corporation at Sunset and Gower and the building currently under construction at Sunset and Bronson was recently leased by NetFlix as their Southern California regional headquarters and film and production center. The subject parking lot is owned by Hudson Pacific Corporation which owns Sunset Bronson Studios and is used by them for auxiliary parking for audience participation, programming and production.

Thus, the City concludes that approval of the Plan Amendment to Regional Center Commercial is an extension of this significant and important economic activity in the area. It will allow and underutilized parking lot to be used for another needed office building in an area where new structures are immediately occupied by expanding film production and media streaming services that are the Motion Picture and Entertainment Industries leading new growth entities. The Plan Amendment will also conform to the new physical identity of the area which has seen the introduction of new mid and highrise buildings and buildings that are currently under construction at Sunset/Bronson Studios, Emerson College, Sunset/Gower Studios, Sunset and Gordon and Columbia Square, all of which are located within a mile long stretch along Sunset Boulevard between Vine Street and the Hollywood Freeway.

- b. Initiation of Amendments. In compliance with this sub-section, the Director of Planning proposed the amendment to Hollywood Community Plan (General Plan Land Use Element), pursuant to the Memo issued by the Department of City Planning March 18, 2014. The request was submitted on February 19, 2015 and was initiated by the City, via signature by the Director's designee, on March 10, 2015.
- c. **Commission and Mayoral Recommendations.** The noticing and hearing requirements of the General Plan Amendment were satisfied, pursuant to LAMC Section 12.32-C,3. The hearing was scheduled, duly noticed, and held in City Hall on December 28, 2015. The City Planning Commission shall make its recommendation to the Mayor upon a recommendation of approval, or to the City Council and the Mayor upon a recommendation of disapproval.

This action is further subject to the following sections of Charter Section 555:

- d. Council Action. The Council shall conduct a public hearing before taking action on a proposed amendment to the General Plan. If the Council proposes any modification to the amendment approved by the City Planning Commission, that proposed modification shall be referred to the City Planning Commission and the Mayor for their recommendations. The City Planning Commission and the Mayor shall review any modification made by the Council and shall make their recommendation on the modification to the Council in accordance with subsection (c) above. If no modifications are proposed by the Council, or after receipt of the Mayor's and City Planning Commission's recommendations on any proposed modification, or the expiration of their time to act, the Council shall adopt or reject the proposed amendment by resolution within the time specified by ordinance.
- e. Votes Necessary for Adoption. If both the City Planning Commission and the Mayor recommend approval of a proposed amendment, the Council may adopt the amendment by a majority vote. If either the City Planning Commission or the Mayor recommends the disapproval of a proposed amendment, the Council may adopt the amendment only by a two-thirds vote. If both the City Planning Commission and the Mayor recommend the disapproval of a proposed amendment, the Council may adopt the amendment only by a two-thirds vote. If both the City Planning Commission and the Mayor recommend the disapproval of a proposed amendment, the Council may adopt the amendment only by a three-fourths vote. If the Council proposes a modification of an amendment, the recommendations of the Commission and the Mayor on the modification shall affect only that modification."

The proposed General Plan Amendment complies with Section 556 and 558 in that the plan amendment promotes an intensity and pattern of development that is consistent with the area's General Plan Framework designation that encourages density in regional centers, transit use, reduced vehicle dependency, and improved air quality. Moreover, the framework further promotes the development of commercial uses near transit and in

a manner that enhances the pedestrian environment. The General Plan Amendment would change the land use designation from Highway Oriented Commercial to Regional Center Commercial, furthering many of the City's land use policies and addressing the City's need to accommodate job growth in established employment centers. It will also create consistency between the current C4 zoning, which currently does not correspond to the Highway Oriented Commercial land use designation. The Regional Center Commercial land use designation will provide consistency in the zoning and land use pattern for this area of Sunset Boulevard with the General Plan. The requested amendment will help promote the general welfare and reflects good zoning practices by supporting many of the land use policies and objectives identified in the Hollywood Community Plan, including locating jobs in established employment areas, near housing in a transit rich area.

The project will be an in-fill development, replacing a surface parking lot with commercial uses, which are compatible with other developments and improvements in the immediate vicinity. The General Plan Amendment would not only correct a conflict in the zoning and land use designation, but would unify zoning with adjacent land use patterns. Moreover, it would allow for redevelopment of the site, reflecting the existing scale of development in the surrounding area, while providing neighborhood-serving retail in the Hollywood area that accommodates a growing population of the surrounding area and the job-to-housing ratio.

4. Redevelopment Plan (CRA – Hollywood Redevelopment Project Area)

Enacted on June 29, 2011, Assembly Bill 1x-26 (AB 26) revised provisions of the Community Redevelopment Law of the State of California, to dissolve all redevelopment agencies and community development agencies in existence and designate successor agencies, as defined, as successor entities. Among the revisions, the amendments to the law withdrew all authority to transact business or authorize powers previously granted under the Community Redevelopment Law (Section 34172.a.2), and vested successor agencies with all authority, rights, powers, duties and obligations previously vested with the former redevelopment agencies (Section 34172.b). To that end, the CRA/LA, a Designated Local Authority, the successor agency to the CRA, approved Resolution No. 16 (June 21, 2012), affecting the City Center, Central Industrial, Hollywood, Pacific Corridor, and Wilshire Center/Koreatown Redevelopment Project Areas, and which resolved that:

"For the purposes of determining whether land uses proposed in development applications for any property located in the Project Areas are permitted uses, it is hereby determined that any land uses permitted for such property by the applicable provisions of the City of Los Angeles General Plan, Community Plan and Zoning Ordinance, all as they now exist or are hereafter amended or supplanted from time to time, shall be permitted land uses for all purposes under the applicable Redevelopment Plan.

The land use designation for any property in a Project Area set forth in the Redevelopment Plan Map and the land use regulations for such property set forth in the Redevelopment Plan for the applicable Project Area shall defer to and be superseded by the applicable City of Los Angeles General Plan, Community Plan and Zoning Ordinance land use designations and regulations for such property, all as they now exist of are hereafter amended or supplanted from time to time."

Moreover, pursuant to Section 506.2.3 of the Hollywood Redevelopment Plan:

"Development within the Regional Center Commercial designation shall not exceed the equivalent of an average floor area ratio (F.A.R.) of 4.5:1 for the entire area so designated.

It is the intent of this Plan, however, to focus development within the Regional Center Commercial designation, as hereinafter set forth, in order to provide for economic development and guidance in the orderly development of a high quality commercial, recreational and residential urban environment with an emphasis on entertainment oriented uses. Therefore, development within the Regional Center Commercial designation shall be focused on areas served by adequate transportation facilities and transportation demand management programs. Further it shall reinforce the historical development patterns of the area, stimulate appropriate residential housing and provide transitions compatible with adjacent lower density residential neighborhoods."

The project site is located within the boundaries of the Hollywood Redevelopment Plan area, where the land use regulations, pursuant to the aforementioned Resolution No. 16, are superseded and bound by, the land use designations and regulations of the 1988 Hollywood Community Plan. As such, consistency with the Redevelopment Plan goals and objectives must be examined together with the land use policies of the Hollywood Community Plan. To that end, the Hollywood Community Plan permits development intensity with an FAR of 4.5:1 in the Regional Center Commercial area with a maximum 6:1 FAR (Footnote No. 9) with City Planning Commission approval. In this instance, however, the project is seeking a total allowable FAR of up to 4.5:1, which is consistent with the provisions of the Redevelopment Plan for Regional Center Commercial areas.

Insofar as Resolution No. 16 clarifies that "future CRA/LA review of development projects shall not require discretionary land use approvals within these project areas," the Governing Board of the CRA/LA further resolved that:

"For the purposes of determining whether land uses proposed in development applications for any property located in the Project Areas are permitted uses, it is hereby determined that any land uses permitted for such property by the applicable provisions of the City of Los Angeles General Plan, Community Plan and Zoning Ordinance, all as they now exist or are hereafter amended or supplanted from time to time, shall be permitted land uses for all purposes under the applicable Redevelopment Plan."

Moreover, the City Planning Commission, acting on the discretionary actions in this case, serves as the implementing authority of the Hollywood Community Plan and in determining conformity with the Redevelopment Plan as it does with all applicable specific plans, policies and zoning provisions.

5. Zone and Height District Change Findings

a. Pursuant to L.A.M.C. Section 12.32.C.7, and based on these Findings, the recommended action is deemed consistent with the General Plan and is in conformity with public necessity, convenience, general welfare and good zoning.

As described above, the project includes a Zone Change for the northern portion of the project site from P-1 to C4-2. Approval of the Zone Change would provide a unified site that is consistent and compatible with the surrounding commercially zoned properties and variety of land uses interspersed together in this area of Hollywood. The project's proposed land

use and zoning would be consistent with existing and proposed commercial and residential structures along Sunset Boulevard. The project develops a surface parking lot into a mixeduse commercial building that is consistent with other commercial buildings fronting Sunset Boulevard. In addition, this stretch of Sunset Boulevard includes several entertainment and media related land uses, including but not limited to: Sunset Bronson Studios, Technicolor, Sunset Gower Studios, East West Studios, Siren Studios, and Emerson College, and other media and entertainment related uses. The project would further contribute to the concentration of similar land uses in the vicinity.

Approval of the Height District Change (from Height District 1 to Height District 2) would allow a 4.5:1 FAR for the entire Project site and would be consistent with certain uses fronting Sunset Boulevard and generally consistent with the heights of mixed-uses and commercial structures along Sunset Boulevard. Surrounding uses within the project vicinity include a mixture of low-, mid-, and high-rise buildings, occupied by commercial, residential, educational, and entertainment-related uses. The surrounding uses were developed over a span of decades and feature a variety of building types and architectural styles. The eclectic nature of these uses and their associated architecture results in a non-cohesive visual character within the area. Many of the properties in the area are underutilized, as evidenced by several surface parking lots and undeveloped parcels in the area. Furthermore, with the exception of some of the newer mixed-use, restaurant, and retail uses nearby, much of the existing development in the area is sparsely landscaped and lacks pedestrian amenities. As with the project, many of the developments proposed throughout the Hollywood Community Plan area and in the project vicinity include infilling existing surface parking lots and other undeveloped parcels with mixed-use buildings of varying heights.

Based on the analysis above, the City finds that the project is consistent with the General Plan and is in conformity with the public necessity, convenience, general welfare and good zoning.

6. Conditional Use Findings

a. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.

The surrounding area is highly urbanized and includes a mixture of low- to high-rise buildings, occupied primarily by commercial uses and single- and multi-family residential developments. Land uses to the north of the site primarily consist of multi-family residential uses. Land uses to the south, across Sunset Boulevard, consist of commercial and residential uses, including restaurants, shops, office buildings, entertainment studios, and single- and multi-family residential buildings. Land uses to the east, across Bronson Avenue, consist of a Mobil gas station, surface parking lots, and the Metropolitan Hotel tower, with the US 101 Freeway located further to the east. Land uses to the west, across Gordon Street, include single- and multi-family residential developments, with commercial land uses located adjacent to the north side of Sunset Boulevard. Additional multi-family residential and retail uses are proposed west of the site, located on the adjacent lot on the corner of Sunset Boulevard and Gordon Street. A public park is also proposed just northeast of the site.

The project site is surrounded by a variety of uses and mixed-use buildings. The existing underutilized parking lot will be improved with the construction of a modern mixed-use development to include office and commercial space. This urban infill project will provide modern office space and space for a community serving retail establishment to meet the needs of the growing residential population by providing jobs and retail options to the area. The project will also provide parking for the use of the project and for neighboring uses, thereby relieving the community of limited street parking. The project site is accessible via several modes of public transportation and within walking distance of several residential neighborhoods. Therefore, the project will enhance the built environment in the surrounding neighborhood by providing a mixed-use building that will provide jobs, retail and parking to the community, city, and region.

b. The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

The project's location, size, height, operations and other significant features are compatible with and will not adversely affect or further degrade the adjacent properties or public health, welfare, and safety because the project will improve a parking lot with a modern mixed-use office space and commercial development to complement the existing residential and commercial uses in the neighborhood. The project is located directly east of a proposed a multi-family residential, retail mixed-use development and public park, south of multi-family residential, north of Sunset Boulevard's commercial uses, and west of a variety of commercial uses. Furthermore, the project is located in an area with existing buildings that vary in height and complementary uses, including media-oriented studios and/or office space, commercial, and high-density residential uses. There are several multi-level structures located along Sunset Boulevard near the site, including the Technicolor building, Sunset Gower Studios, and the Metropolitan Hotel tower.

The project will be set back 14 feet six inches from the residential bungalows to the north. In addition, the project is designed to step back from the northern property line, transitioning in height beginning from six stories (approximately 70 feet) up to 15 stories (230 feet) along the southern portion of the Site along Sunset Boulevard.

The project will complement the existing urban uses within the surrounding community, by revitalizing the Hollywood core with new creative office and retail space to serve area residents as well as tenants of the project. One of the project's objectives is to "attract high-quality media and creative office tenants", therefore it is expected that the project would operate during normal business hours that would not negatively affect the adjacent properties.

Based on the analysis above, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

c. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The project will include approximately 26,000 square feet of retail use at street level, 274,000 square feet of office use in a tower structure, and 830 parking spaces on a 1.55acre site located at the northwest corner of Sunset Boulevard and Bronson Avenue in the Hollywood Community area of the City of Los Angeles. These improvements will comprise approximately 300,000 square feet of new floor area and would replace the existing surface parking lot on the site. The Hollywood Community Plan, a part of the Land Use Element of the General Plan includes the following relevant land use objectives:

"Objective 1: To coordinate the development of Hollywood with that of the City of Los Angeles and the metropolitan area.

To further the development of Hollywood as a major center of population, employment, retail services, and entertainment and to perpetuate its image as the international center of the motion picture industry."

"Objective 2: To designate lands at appropriate locations for various private uses and public facilities in the quantities and at densities required to accommodate a population and activities...

Objective 4: To promote economic well being and public convenience through: (a) allocating and distributing commercial lands for retail, service, and office space in quantities and patterns based on accepted planning principles and standards.

The project offers neighborhood-serving features, including office spaces that support the media and entertainment industry and retail uses in the immediate vicinity. The office space will not only preserve the core of the Media District, but also attract new office tenants and complement the surrounding media uses on Sunset Boulevard, including, Sunset Bronson Studios, Siren Studios, and East West Studios. The ground floor retail use will attract pedestrian traffic thereby improving the walkability and pedestrian-oriented scale and character of the neighborhood. The building's mass will be tiered, concentrated towards Sunset Boulevard, and will be set back from the, low rise residential uses adjacent to the north of the project site.

With adoption of the General Plan Amendment to change the land use designation of the Project site to Regional Center Commercial, the project would be consistent with the applicable objectives and policies set forth in the Hollywood Community Plan.

The project is not located within the boundaries of a specific plan, however, pursuant to Ordinance No. 175,038, the project site is located within the Hollywood Redevelopment Plan Project Area. The Hollywood Redevelopment Plan was adopted by the City Council on May 7, 1986, and most recently amended on May 2003. The Hollywood Redevelopment Plan is designed to improve economically and socially disadvantaged areas, redevelop or rehabilitate under or improperly utilized properties, eliminate blight, and improve the public welfare. Regional Center Commercial areas in the Hollywood Redevelopment Plan were designated to focus development in areas served by adequate transportation facilities and transportation demand management programs and are generally limited to an FAR of 4.5:1. Overall, the project supports the Hollywood Redevelopment Plan objective of "focus[ing] development within the Regional Center Commercial designation . . . in order to provide for economic development and guidance in the orderly development of a high quality commercial, recreational and residential urban environment with an emphasis on entertainment-oriented uses."

Based on the above analysis, the project is in substantial conformance with the purposes, intent and provisions of the General Plan and applicable Redevelopment Plan.

d. Pursuant to L.A.M.C. Section 12.24 U, and based on these Findings, the recommended action provides for an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.

The surrounding area is highly urbanized and includes a mixture of low- to high-rise buildings, occupied primarily by commercial uses and single- and multi-family residential developments. Land uses to the north of the site primarily consist of multi-family residential uses. Land uses to the south, across Sunset Boulevard, consist of commercial and residential uses, including restaurants, shops, office buildings, entertainment studios, and single- and multi-family residential buildings. Land uses to the east, across Bronson Avenue, consist of a Mobil gas station, surface parking lots, and the Metropolitan Hotel tower, with the US 101 Freeway located further to the east. Land uses to the west, across Gordon Street, include single- and multi-family residential developments, with commercial land uses located adjacent to the north side of Sunset Boulevard. Additional multi-family residential and retail uses are proposed west of the site, located on the adjacent lot on the corner of Sunset Boulevard and Gordon Street. A public park is also proposed just northeast of the Site.

The following project elements were designed in a manner that is compatible with scale and character of the surrounding neighborhood:

- i. <u>Building Design</u>. The project is designed in a contemporary architectural style to include building fenestration, a variety of surface materials and colors, and a stepped-back design to create horizontal and vertical articulation, provide visual interest, and reduce the building scale. Overall, the tallest portion of the project will be concentrated along Sunset Boulevard, away from the residential uses to the north. The project is designed to incorporate landscaped planter boxes to screen the podium parking levels and a textured masonry green wall at the ground level along the northern property boundary. The wall will be planted with creeping fig on the northern side, facing the multi-family residential uses to the north of the project site. These features will improve the aesthetic character of the building, soften the appearance of the structure, and provide visual relief for the adjacent multi-family residential use to the north. In addition, the project will include landscaping along the Sunset Boulevard and Bronson Avenue frontages to enhance the aesthetic character of the perimeter of the perimeter of the project site.
- ii. <u>Building Orientation/Frontage</u>. The building is generally vertical in plan and is positioned on the site on the north-south axis of the project site. The primary entrances to both the office and retail uses are located on Sunset Boulevard, with a secondary retail entrance located on Bronson Avenue, all of which are directly accessible from the public sidewalk. Façade treatments, decorative paving and landscaping, and increased sidewalk widths distinguish primary entrances visually from the street and sidewalk. The building will also incorporate transparent building elements on the ground floor façade along both Sunset Boulevard and Bronson Avenue, as well as an art glass wall feature at the most prominent visual corner at Sunset and Bronson.
- iii. <u>Height/Bulk</u>. The 15-story mixed-use building will gradually transition in height beginning at six stories (approximately 70 feet), including the retail use at the ground level and five levels of parking above the retail use, along the northern portion of the Site to 15 stories in the southern portion of the Site. The maximum building height will not exceed 230 feet above grade level to the top of parapet. The office uses will be located within nine stories above the five above-grade parking levels and ground floor retail. The seventh through tenth stories would also be set back from the northern portion of the building to provide space for landscaped courtyards. The varied height, as well as the stepped back office

levels will create horizontal and vertical articulation, provide visual interest, and reduce the building scale overall.

- iv. <u>Setbacks</u>. Pursuant to LAMC Section 12.16-C, front, side or rear yard setbacks are not required for commercial buildings in the C4 zone. The project footprint is primarily built up to the property line along Sunset Boulevard, with a minimal set back at the main office lobby entrance. The project is setback nine feet from the property line along Bronson Avenue to allow for a parkway and sidewalk. The project is also set back approximately 14 feet six inches from the northern (rear) property line adjacent to the low-rise residential property.
- v. <u>Open Space</u>. Although not required per Code, the project will provide approximately 18,462 square feet of open space in the form of courtyards and other outdoor areas. Landscaping will be provided pursuant to the provisions of LAMC Section 12.40, including approximately 10,050 square feet of planting area and approximately 18,462 square feet of hardscape. The project includes landscaped courtyards on the tiered office levels that will be accessible to tenants.

The project will add to the mixed-use buildings immediately surrounding the Site. The existing parking lot will be replaced with a mixed-use office and commercial development including retail components that will serve the community. This urban infill project will enhance the existing urban mix of uses in the neighborhood by providing modern office space and a retail establishment to meet the needs of the growing residential population in the area. The addition of this project and the forthcoming mixed-use residential project directly adjacent to the Site, the block along Sunset Boulevard between Gordon Street and Bronson Avenue will transform into a well-balanced mixed-use community with residential, office, retail, and commercial uses.

Based on the above analysis, the project consists of an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.

e. The Major Development Project complies with the height and area regulations of the zone in which it is located.

The Applicant is proposing a zone change from C4-1-SN and P-1 to "(T)(Q)C4-2D-SN" and "(T)(Q)C4-2D", respectively. Properties in the C4 zone allow a variety of commercial and multi-family residential uses, while the "2" Height District does not limit height and allows an FAR of 6:1. However, pursuant to Ordinance No. 182,173, the D Limitation restricts FAR to 4.5:1. Floor area is defined as that area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.

The gross lot area is of the project site is approximately 67,381.1 square feet. Accordingly, the project site's 4.5:1 FAR would allow a maximum floor area of 303,214.95 square feet to be developed on the site. The building's proposed area is 300,000 square feet in size, thereby providing an excess of 3,214.95 square feet of allowable floor area. Therefore, the project would not exceed the permitted FAR.

With respect to setback regulations pursuant LAMC Section 12.16-C, buildings erected and used for commercial purposes in the C4 Zone do not require front, side or rear yard setbacks. The project footprint is primarily built up to the property line along Sunset

Boulevard, with a minimal set back at the main office lobby entrance. The project is setback nine feet from the property line along Bronson Avenue to allow for a parkway and sidewalk. The project is also set back 14 feet six inches from the northern (rear) property line adjacent to the low-rise residential property. Accordingly, the Project complies with the applicable setback requirements.

Therefore, with approval of the zone and height district change, the Major Development Project will comply with the height and area regulations of the proposed zone.

f. The Major Development Project is consistent with the City Planning Commission's design guidelines for Major Development Projects, if any.

The site is located in an area that does not have formally adopted design guidelines for Major Development Projects. However, the Applicant has made thoughtful design considerations that are consistent with the City's *Urban Design Principles, Walkability Checklist, Citywide Design Guidelines for Commercial Buildings* and the Hollywood Community Plan. In addition, the applicant made several design modifications based on feedback received through the City's PVP.

7. Site Plan Review Findings

a. Pursuant to L.A.M.C. Section 16.05, and based on these Findings, the recommended action is deemed in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The project will include approximately 26,000 square feet of retail use at street level, 274,000 square feet of office use in a tower structure, and 830 parking spaces on a 1.55acre site located at the northwest corner of Sunset Boulevard and Bronson Avenue in the Hollywood Community area of the City of Los Angeles. These improvements will comprise approximately 300,000 square feet of new floor area and would replace the existing surface parking lot on the site.

The Hollywood Community Plan, a part of the Land Use Element of the General Plan includes the following relevant land use objectives:

"Objective 1: To coordinate the development of Hollywood with that of the City of Los Angeles and the metropolitan area.

To further the development of Hollywood as a major center of population, employment, retail services, and entertainment and to perpetuate its image as the international center of the motion picture industry."

"Objective 2: To designate lands at appropriate locations for various private uses and public facilities in the quantities and at densities required to accommodate a population and activities...

Objective 4: To promote economic well being and public convenience through: (a) allocating and distributing commercial lands for retail, service, and office space in quantities and patterns based on accepted planning principles and standards.

The project offers neighborhood-serving features, including office spaces that support the media and entertainment industry and retail uses in the immediate vicinity. The office space

will not only preserve the core of the Media District, but also attract new office tenants and complement the surrounding media uses on Sunset Boulevard, including, Sunset Bronson Studios, Siren Studios, and East West Studios. The ground floor retail use will attract pedestrian traffic thereby improving the walkability and pedestrian-oriented scale and character of the neighborhood. The building's mass will be tiered, concentrated towards Sunset Boulevard, and will be set back from the, low rise residential uses adjacent to the north of the project site.

With adoption of the General Plan Amendment to change the land use designation of the project site to Regional Center Commercial, the project would be consistent with the applicable objectives and policies set forth in the Hollywood Community Plan.

The project is not located within the boundaries of a specific plan, however, pursuant to Ordinance No. 175,038, the project site is located within the Hollywood Redevelopment Plan Project Area. The Hollywood Redevelopment Plan was adopted by the City Council on May 7, 1986, and most recently amended on May 2003. The Hollywood Redevelopment Plan is designed to improve economically and socially disadvantaged areas, redevelop or rehabilitate under or improperly utilized properties, eliminate blight, and improve the public welfare. Regional Center Commercial areas in the Hollywood Redevelopment Plan were designated to focus development programs and are generally limited to an FAR of 4.5:1. Overall, the Project supports the Hollywood Redevelopment Plan objective of "focus[ing] development within the Regional Center Commercial designation . . . in order to provide for economic development and guidance in the orderly development of a high quality commercial, recreational and residential urban environment with an emphasis on entertainment-oriented uses."

Based on the above analysis, the project is in substantial conformance with the purposes, intent and provisions of the General Plan and applicable Redevelopment Plan.

b. That the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.

The surrounding area is highly urbanized and includes a mixture of low- to high-rise buildings, occupied primarily by commercial uses and single- and multi-family residential developments. Land uses to the north of the site primarily consist of multi-family residential uses. Land uses to the south, across Sunset Boulevard, consist of commercial and residential uses, including restaurants, shops, office buildings, entertainment studios, and single- and multi-family residential buildings. Land uses to the east, across Bronson Avenue, consist of a Mobil gas station, surface parking lots, and the Metropolitan Hotel tower, with the US 101 Freeway located further to the east. Land uses to the west, across Gordon Street, include single- and multi-family residential developments, with commercial land uses located adjacent to the north side of Sunset Boulevard. Additional multi-family residential and retail uses are proposed west of the Site, located on the adjacent lot on the corner of Sunset Boulevard and Gordon Street. A public park is also proposed just northeast of the Site.

The following project elements were designed in a manner that is compatible with both existing and future development of the surrounding area:

- i. <u>Building Design</u>. The project is designed in a contemporary architectural style to include building fenestration, a variety of surface materials and colors, and a stepped-back design to create horizontal and vertical articulation, provide visual interest, and reduce the building scale. Overall, the tallest portion of the project will be concentrated along Sunset Boulevard, away from the residential uses to the north. The project is designed to incorporate landscaped planter boxes to screen the podium parking levels and a textured masonry green wall at the ground level along the northern property boundary. The wall will be planted with creeping fig on the northern side, facing the multi-family residential uses to the north of the project site. These features will improve the aesthetic character of the building, soften the appearance of the structure, and provide visual relief for the adjacent multi-family residential use to the north. In addition, the project will include landscaping along the Sunset Boulevard and Bronson Avenue frontages to enhance the aesthetic character of the perimeter of the project site.
- ii. <u>Building Orientation/Frontage</u>. The building is generally vertical in plan and is positioned on the site on the north-south axis of the project site. The primary entrances to both the office and retail uses are located on Sunset Boulevard, with a secondary retail entrance located on Bronson Avenue, all of which are directly accessible from the public sidewalk. Façade treatments, decorative paving and landscaping, and increased sidewalk widths distinguish primary entrances visually from the street and sidewalk. The building will also incorporate transparent building elements on the ground floor façade along both Sunset Boulevard and Bronson Avenue, as well as an art glass wall feature at the most prominent visual corner at Sunset and Bronson.
- iii. <u>Height/Bulk</u>. The 15-story mixed-use building will gradually transition in height beginning at six stories (approximately 70 feet), including the retail use at the ground level and five levels of parking above the retail use, along the northern portion of the Site to 15 stories in the southern portion of the Site. The maximum building height will not exceed 230 feet above grade level to the top of parapet. The office uses will be located within nine stories above the five above-grade parking levels and ground floor retail. The seventh through tenth stories would also be set back from the northern portion of the building to provide space for landscaped courtyards. The varied height, as well as the stepped back office levels will create horizontal and vertical articulation, provide visual interest, and reduce the building scale overall.
- iv. <u>Setbacks</u>. Pursuant to LAMC Section 12.16-C, front, side or rear yard setbacks are not required for commercial buildings in the C4 zone. The project footprint is primarily built up to the property line along Sunset Boulevard, with a minimal set back at the main office lobby entrance. The Project is setback nine feet from the property line along Bronson Avenue to allow for a parkway and sidewalk. The project is also set back approximately 14 feet six inches from the northern (rear) property line adjacent to the low-rise residential property.
- v. <u>Open Space and On-Site Landscaping</u>. Although not required per Code, the project will provide approximately 18,462 square feet of open space in the form of courtyards and other outdoor areas. Landscaping will be provided pursuant to the provisions of LAMC Section 12.40, including approximately 10,050 square feet of planting area and approximately 18,462 square feet of hardscape. Landscaping is designed to facilitate pedestrian movement where appropriate, provide separation between the sidewalk and outdoor seating areas, and define edges throughout the varying elements of the proposed project. The project includes landscaped courtyards on the tiered office levels that will be accessible to tenants. The project will incorporate landscaped planter boxes to screen the podium parking levels and a textured masonry green wall at the ground

level along the northern property boundary. The wall will be planted with creeping fig on the northern side, facing the multi-family residential uses to the north of the project site.

- i. <u>Off-Street Parking and Driveways</u>. The project will provide 830 parking spaces within two subterranean and five above-grade parking levels. In addition, 41 short-term and 68 long-term bicycle parking spaces will be provided on the ground level. Vehicular entries and exits will be separate from pedestrian and bicycle entrances and exits. The main vehicular entrance and exit is located on Bronson, along the northern boundary of the project site. The only vehicular exit on Sunset will be for service vehicles. The width of driveways will meet driveway requirements necessary to accommodate vehicles and all parking areas will be illuminated with adequate, uniform, and glare-free lighting. Primary vehicular access to the project site is provided via one entry and two exit driveways on Bronson Avenue. The driveway provides full access (i.e., accommodate both left and right ingress and egress turning movements) to the subterranean and above-ground parking levels. A separate, service-only, exterior entry driveway would also be provided from Bronson Avenue, which would run along the northern property boundary, and would exit onto Sunset Boulevard with only a right turn allowed.
- ii. <u>Building Signage and Lighting</u>. The southern portion of the project site is located within the boundary of the Hollywood Signage Supplemental Use District (HSSUD). The project would not include any signs that are prohibited by the HSSUD. The proposed project will include pedestrian-scale signage and lighting to facilitate access to the building, clearly identify entrances and exits, and for safety and security purposes. The project will include low-level exterior lights adjacent to the proposed building for security and wayfinding purposes and will avoid unnecessary lighting fixtures. Low-level accent lighting to highlight architectural features, landscape elements, and the project's signage will also be incorporated.
- iii. <u>Loading Areas</u>. The loading dock/service areas will be directly accessible from Bronson Avenue, adjacent to the secondary retail entrance and will not affect public circulation. Separate loading spaces will be provided, one for the retail use and one for the office use. Egress for the loading areas will be on to Sunset Boulevard and restricted to rightturns only.
- iv. <u>Trash Collection</u>. All trash areas will be located within enclosed trash rooms and not visible to the public.

The project will add to the mixed-use buildings immediately surrounding the site. The existing parking lot will be replaced with a mixed-use office and commercial development including retail components that will serve the community. This urban infill project will enhance the existing urban mix of uses in the neighborhood by providing modern office space and a retail establishment to meet the needs of the growing residential population in the area. The addition of this project and the forthcoming mixed-use residential project directly adjacent to the site, the block along Sunset Boulevard between Gordon Street and Bronson Avenue will transform into a well-balanced mixed-use community with residential, office, retail, and commercial uses.

The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that will be compatible with existing and future development on adjacent and neighboring properties. c. That any residential project provide recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The project does not include residential uses. Therefore, this finding is not applicable

8. Findings of Fact (CEQA)

A. Environmental Documentation Background

The proposal for the project was reviewed by the Los Angeles Department of City Planning, serving as Lead Agency, in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.; 14 California Code of Regulations Section 15000 et seq.). An Initial Study was prepared for the Project and, in compliance with Public Resources Code Section 21080.4, a Notice of Preparation (NOP) was prepared by the Lead Agency and distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties. The NOP identified specific areas where the Project could have adverse environmental effects and determined that an Environmental Impact Report (EIR) would need to be prepared to document these effects. The NOP was circulated for a 30-day review period starting on February 5, 2014, and ending on March 10, 2014. In addition, a public scoping meeting was conducted on February 19, 2014. The Lead Agency reviewed and considered the written comments received in response to the NOP, and subsequently prepared a Draft EIR for the Project. Copies of the written comments submitted to the Department of City Planning in response to the NOP are included in Appendix A of the Draft EIR.

The Draft EIR for the Project, which is incorporated herein by reference in full, was prepared pursuant to CEQA and State, Agency, and City of Los Angeles (City) CEQA Guidelines (Public Resources Code Section 21000, et seq.; 14 California Code of Regulations Section 15000, et seg.; City of Los Angeles Environmental Quality Act Guidelines). The Draft EIR evaluated in detail the potential environmental effects of the Project. It also analyzed the effects of five alternatives to the Project, as described below. These included a No Project/No Build Alternative, Reduced Tower Design Alternative, a Reduced Density (3.0:1 FAR) Mixed-Use Alternative, an Office Use Only Alternative, and a Residential Mixed-Use Alternative. A Notice of Availability of the Draft EIR was circulated on March 12, 2015 to owners and occupants within a 500-foot radius of the Project site, individual and agency commenters on the NOP, scoping meeting attendees, adjacent jurisdictions, and other interested parties. The Draft EIR was also made available for review on the City's website. In addition, copies of the Draft EIR were made available for review at three libraries and the Los Angeles Department of City Planning. In accordance with Section 15105(a) of the State CEQA Guidelines (CEQA Guidelines), the Draft EIR was circulated for a 45-day public comment period starting on March 12, 2015 and ending on April 27, 2015. The Lead Agency received a total of 15 written comment letters on the Draft EIR. Copies of the written comments received on the Draft EIR are included in Appendix FEIR-A of the Final EIR.

The Lead Agency prepared a Final EIR for the Project, which is hereby incorporated by reference in full. The Final EIR includes written responses to all comments received on the Draft EIR during the public review period. A Notice of Public Hearing and Availability of the Final EIR was initially circulated on November 18, 2015 to owners and occupants within a 500-

foot radius of the Project site, individual and agency commenters on the NOP, scoping meeting attendees, individual and agency commenters on the Draft EIR, and other interested parties. A corrected Notice of Public Hearing and Availability of the Final EIR was circulated on December 4, 2015 to owners and occupants within a 500-foot radius of the Project site, individual and agency commenters on the NOP, scoping meeting attendees, individual and agency commenters on the Draft EIR, and other interested parties. The Final EIR was made available for review on the City's website. In addition, copies of the Final EIR were made available for review at three libraries and the Los Angeles Department of City Planning. Pursuant to CEQA Guidelines Section 15088(b), the Final EIR, which includes written responses to comments received on the Draft EIR, was sent to all public agencies that commented on the Draft EIR at least 10 days prior to certification of the Final EIR.

B. Required CEQA Findings

Section 21081 of the California Public Resources Code and Section 15091 of the CEQA Guidelines require a public agency, prior to approving a project, to identify the significant impacts of the project and make one or more of three possible findings for each of the significant impacts.

- "Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines Section 15091 (a)(1))."
- "Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (CEQA Guidelines Section 15091(a)(2)).
- "Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or project alternatives identified in the final EIR." (CEQA Guidelines Section 15091(a)(3)).

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely "potentially significant," these findings would nevertheless fully account for all such effects identified in the Final EIR for the purpose of better understanding the full environmental scope of the project. For each of the significant impacts associated with the project, the following sections are provided:

- a. <u>Description of Significant Effects</u> A specific description of the environmental effects identified in the EIR, including a judgment regarding the significance of the impact.
- <u>Finding</u> One or more of three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091.
- c. Rationale for Finding A summary of the reasons for the finding(s).

d. <u>Reference</u> - A notation on the specific section in the Draft and Final EIR which includes the evidence and discussion of the identified impact.

C. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the CEQA Guidelines further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the Project is to provide a vertical creative office campus for growing innovative media, entertainment, and technology companies looking to locate businesses within the Hollywood community. As set forth by the CEQA Guidelines, the Project's specific objectives are as follows:

- Provide office space with large open floor plates, high ceilings, and a combination of indoor and outdoor spaces to meet the demand for creative work spaces that encourage collaboration and productivity.
- Provide a vertical campus environment in an urbanized setting that creates employment options for a rapidly growing neighborhood residential population and promotes a work destination that is easily accessible through public transportation.
- Maximize the value of the underutilized site through replacement of a surface parking lot with a mix of new office and community serving retail uses consistent with anticipated market demands.
- Design and construct a creative office building with the integrated density, infrastructure, parking, and technology sufficient to attract top-tier entertainment and media companies to Hollywood.
- Develop an aesthetically unique office building within a constrained urban site.
- Design and construct an economically-viable project capable of attracting highquality media and creative office tenants to a key corridor in Hollywood.
- Revitalize an existing commercial area through the development of Class A creative office space that would strengthen Hollywood's economic vitality by attracting new, high skilled workers and new economy media, entertainment and technology businesses back to Hollywood.
- Create a prominent vertical-campus development that locates high-density commercial uses along Sunset Boulevard and utilizes the Project site location to establish a visual and symbolic gateway into Hollywood.
- Provide adequate and safe parking that satisfies anticipated demand on the Project site with direct access to the office and retail uses.
- Provide a pedestrian-oriented development that improves pedestrian experiences along Sunset Boulevard.
- Provide a building design that allows for the use of energy-efficient technology, thereby reducing the overall reliance on energy for lighting and cooling.
- Develop a high-density mixed-used building along a major thoroughfare, where density is encouraged by sustainable urban planning principles, and utilize the strategic location of the site near traditional and mass transit to implement density.

 Create a dynamic and economically viable project with sufficient office square footage and density to facilitate a healthy job-housing balance in the Hollywood area.

D. Initial Study

1. Project Impacts Found to be Less than Significant in the Initial Study

An Initial Study was completed for the Project in February 2011. On the basis of the Initial Study, the Department of City Planning determined that no further analysis was required for the following impact areas for the reasons set forth below and in the Initial Study. The Initial Study prepared for the Project is included in Appendix A of the Draft EIR. On the basis of the Initial Study and the EIR, the City has determined that there is no substantial evidence that the Project would result in any potentially significant impacts in the environmental subject areas presented below and no mitigation is required:

- · Aesthetics With respect to damage to scenic resources within a scenic highway
- Agricultural and Forest Resources
- Biological Resources
- Geology and Soils With respect to landslides, soil erosion or loss of top soil, and septic tanks
- Hazards and Hazardous Materials with respect to routine transport, use, or disposal of hazardous materials, hazardous materials within one-quarter mile of a school, hazardous materials sites, airport safety provisions, emergency response plans, and risk of wildland fires
- Hydrology and Water Quality With respect to water quality, groundwater, alteration
 of drainage pattern and stormdrain infrastructure, and flood hazards and inundation
 by seiche, tsunami, or mudflow
 - Land Use and Planning physically divide an established community and conflict with habitat conservation plans
 - Mineral Resources
 - Noise With respect to airports
 - Population and Housing
 - Public Services With respect to fire protection, police protection, schools, parks and other governmental services such as libraries
 - Recreation
 - Transportation/Circulation With respect to air traffic patterns
 - Utilities and Service Systems With respect to wastewater treatment, generation, and infrastructure, water infrastructure, stormwater drainage facilities, solid waste and other utilities and service systems such as electricity and natural gas

2. Cumulative Effects in the Initial Study

The Project would not contribute to cumulative impacts for those environmental topics that were demonstrated in the Initial Study to be less than significant (with and without mitigation) or to have no Project impact.

- Agricultural and Forest Resources
- Biological Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources

- Population and Housing
- Fire Protection
- Police Protection
- Schools
- Parks and Recreation
- Libraries
- Wastewater and Stormwater
- Solid Waste
- Electricity and Natural Gas

3. Project Impacts Found to be Less Than Significant with Mitigation Incorporated in the Initial Study

a. Hazards and Hazardous Materials-Hazardous Materials Use

The Phase I ESA did not identify any past or present recognized environmental conditions on the Project site. No chemical use, storage, or disposal was observed on the Project site. In addition, no indications of past or present releases of hazardous substances were observed. Further, there is no past or present history of underground storage tanks (USTs) or above-ground storage tanks (ASTs) being located on-site. The Project site also was not found to contain transformers or other electric equipment that could contain polychlorinated biphenyls (PCBs). The Project site does not contain any structures with the potential to contain asbestos-containing materials (ACMs) or painted surfaces with the potential to contain lead-based paint (LBP). Additionally, the Project site is not within a Methane Zone or Methane Buffer Zone identified by the City. Therefore, there is a negligible risk of subsurface methane release. Further, while the subsurface survey found areas with subsurface anomalies that may indicate structures or debris from previous land uses within the Project site, these features were determined to likely include a concrete pad with an imbedded metal plate and remnants of former utility services. These features are not considered hazardous.

Further, Project construction would occur in compliance with all applicable federal, State, and local requirements concerning the handling and disposal of hazardous materials and waste. Therefore, while unlikely, should any hazardous materials be discovered, such materials would be acquired, handled, stored, and disposed of in accordance with all applicable federal, State, and local requirements. With compliance with relevant regulations and requirements, Project construction activities would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Notwithstanding, Mitigation Measure Hazardous-1 is included to ensure that a geologist be present during grading activities to monitor the areas identified with subsurface anomalies. Therefore, with the implementation of Mitigation Measure Hazardous-1, impacts associated with hazardous waste management during construction would be less than significant.

FINDING

The City adopts the first possible finding, which states that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR [Initial Study]." (Guidelines Section 15091 (a)(1)).

E. EIR

1. Project Impacts Determined to be Less than Significant in the EIR

On the basis of the EIR, the City has determined that there is no substantial evidence that the Project would result in any potentially significant Project and/or cumulative impacts in the environmental subject areas presented below, and no mitigation is required. Where applicable, the findings below indicate the regulatory compliance measures and project design features that allowed for a conclusion of insignificance. The project design features are included in the Mitigation Monitoring Program to facilitate enforcement and monitoring. The Mitigation Monitoring Program is included in Section IV of the Final EIR.

a. Aesthetics, Views, Light/Glare, and Shading

i) Aesthetics

Construction

During construction activities for the Project, the visual appearance of the Project site and the area immediately surrounding the Project site would be altered due to the removal of the existing surface parking lot. Other construction activities, including site preparation, grading, and excavation; the staging of construction equipment and materials; and the construction of the building foundation and proposed structure would also alter the visual character and quality of the Project site and adjacent roadways. These construction activities could be visible to pedestrians and motorists on adjacent streets, as well as to viewers within nearby buildings. However, the existing condition of the Project site as a surface parking lot does not represent a high level of visual quality or character. In addition, as set forth in the project design features below, temporary construction fencing would be placed along the periphery of the Project site to screen much of the construction activity from view at the street level. Any pedestrian walkways and construction fencing accessible to the public would also be monitored for graffiti removal throughout the construction period. Further, a temporary and impermeable sound barrier is proposed to be installed along the northern, eastern, and southern property lines of the Project site, which would further obstruct views of on-site construction activities. The Project would also retain existing street trees along Sunset Boulevard. Therefore, Project construction activities would not substantially alter or degrade the existing visual character of the Project site, or generate substantial longterm contrast with the visual character of the surrounding area. Thus, with implementation of the project design features listed below, aesthetics impacts associated with construction would be less than significant.

Operation

Development of the proposed building and associated landscaping would visually "fill in" the existing underutilized Project site and would represent an extension and reflection of the surrounding urban environment, thus creating a visual connection between the Project site and the Project vicinity. In addition, the Project would become part of the somewhat non-cohesive visual character that is evident throughout the Project vicinity and the Project's massing, height, and aesthetic character would be consistent with many of the existing and proposed commercial and residential structures along Sunset Boulevard and other major thoroughfares in the vicinity. In comparison to the residential uses immediately north and west of the Project site, the Project would appear noticeably taller than most of the structures. However, the Project includes project design features and incorporates design elements that would visually moderate the disparities in height between lower-rise structures in the immediate vicinity and the proposed building.

Specifically, through the community and City design review processes, the Project has evolved to include architectural elements that are sensitive to existing residential uses and the pedestrian experience along Sunset Boulevard and Bronson Avenue while concurrently developing an appropriately scaled mixed-use structure in a highly urbanized area, including building fenestration, a variety of surface materials and colors, and a stepped back design to create horizontal and vertical articulation, provide visual interest, and reduce the building scale. Additionally, the parking to be provided on-site would be located within a parking structure and would be largely screened from off-site public views along surrounding streets.

Project signage would also be designed to be aesthetically compatible with the existing and proposed architecture and other signage in the area. All Project signs would feature colors that are complementary to the architectural design of the proposed building. In addition, low-level accent lighting to highlight the Project's signage would be incorporated. The Project would not include any of the types of signs that are prohibited in the Hollywood Signage Supplemental Use District pursuant to Ordinance No. 181,340. Therefore, the types and arrangement of signs would be appropriately designed and scaled within the context of the Project and the Project area.

The Project would become another recognizable and architecturally distinguished building fronting a major boulevard with interspersed residential uses among the surrounding urban fabric and infrastructure and the Project's building height, design, massing, and scale would be compatible with the existing urban uses that set the aesthetic character of the vicinity. Therefore, the Project would not substantially degrade the existing visual character or quality of the Project site or surrounding vicinity. Thus, impacts related to the aesthetic character and quality of the Project site and vicinity would be less than significant.

ii) Views

The construction of new buildings and structures within the line of sight of a scenic resource has the potential to create an adverse impact with respect to view blockage. While the Project would obstruct some partial, limited and distant views of the Hollywood Hills, the Hollywood Sign, and the Griffith Observatory (primarily views across the Project site), impacts would occur on an intermittent basis at single, fixed vantage points, rather than resulting in substantial blockages across long distances, such as along the length of a public roadway. Therefore, the Project would not substantially obstruct an existing valued view and would not otherwise block or degrade a valued scenic vista. Thus, impacts to views would be less than significant.

iii) Light and Glare

Construction

Construction activities would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur in the evening hours during the winter season. In addition, construction-related illumination would be used for safety and security purposes only, and would be shielded and/or aimed so that no direct beam illumination is provided outside of the Project site boundary. With regard to glare, any glare generated by the Project would be highly transitory and short-term given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities. Furthermore, the glare from vehicles that currently park on the Project site would be similar or more impactful than temporary

construction glare, if any. As such, with the implementation of the regulatory compliance measures and the project design features provided below, light and glare associated with Project construction would not substantially alter the character of off-site areas surrounding the Project site or adversely impact day or nighttime views in the area. Therefore, impacts from Project-related sources of artificial light and glare during construction would be less than significant.

Operation

New sources of artificial lighting that would be introduced by the Project would include: low-level exterior lights adjacent to the proposed building for security and wayfinding purposes; low-level accent lighting to highlight architectural features, landscape elements, and the Project's signage; and automobile headlights. The Project's proposed lighting sources would be similar to other lighting sources in the Project vicinity and would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity and ambient light during the day and night. All exterior lighting would be shielded and/or directed toward the areas to be lit, interior to the Project site, to avoid light spillover onto adjacent sensitive uses. The stepped back design would further provide space along the building edges to serve as a buffer for light spillover. Project lighting would also meet all applicable LAMC lighting standards. Furthermore, proposed signage would be designed to be aesthetically compatible with the existing and proposed architecture in the area and, in general, new signage would be architecturally integrated into the design of the building and would establish appropriate identification for the proposed commercial uses. Low-level accent lighting to highlight the Project's signage would be incorporated. Exterior lighting to highlight the Project's signage would be shielded or directed toward the areas to be lit to avoid creating off-site glare, in accordance with the The Project would not include electronic signage or signs with flashing, HSSUD. mechanical, or strobe lights.

With regard to operational glare, building materials would include concrete, stucco, aluminum, glass, tile, metal, and prefinished metal. Glass used in building facades would be non-reflective or treated with a non-reflective coating in order to minimize glare from reflected sunlight. Metal and prefinished building materials would be used as accent materials and would not cover expansive spaces. Therefore, these materials would not have the potential to produce a substantial degree of glare. In addition, the Project would eliminate the reflection potential from parked cars as viewed from surrounding areas and roadways during the day and night, and would substantially reduce lighting levels from vehicle headlights during the night. While headlights from the two proposed exit driveways on Bronson Avenue would be visible during the evening hours, such lighting sources would be typical for the Project area and would not be anticipated to result in a substantial adverse impact. Similarly, as the proposed service vehicle exit driveway along Sunset Boulevard would be adjacent to a high activity thoroughfare, headlights from service vehicles exiting onto Sunset Boulevard from the proposed service exit driveway would be typical and would not create a new source of substantial light or glare.

With the implementation of the regulatory compliance measures and project design features, lighting and glare associated with Project operation would not substantially alter the character of off-site areas surrounding the Project site. Impacts from Project-related sources of artificial light and glare during operation would be less than significant.

The Project would not cast shadows on shade-sensitive uses surrounding the Project site for four or more hours during the summer. Therefore, shading impacts during the summer would be less than significant.

v) Consistency With Regulatory Framework

With regard to the General Plan Framework and the Hollywood Community Plan, the Project would contribute to the needs of future residents, businesses, and visitors by introducing office and retail uses to a site currently used as a surface parking lot. Implementation of the Project would also improve the Project site's visual character, as well as the pedestrian streetscape along Sunset Boulevard and Bronson Avenue when compared to existing conditions. Furthermore, the Project would be designed in a contemporary architectural style that employs design elements to ensure compatibility with surrounding land uses, including building fenestration, variations in surface materials and colors, and a stepped back design at some levels to create horizontal and vertical articulation. Further, although the Project would not be required to create open space resources, the Project would provide landscaped courtyards and landscaping within and around the perimeter of the Project site, which would result in a more aesthetically appealing streetscape along these roadways when compared to existing conditions. As such, the Project would be consistent with applicable policies in the General Plan Framework and the Hollywood Community Plan that relate to aesthetics.

Additionally, the Project would support Citywide Design Guideline objectives with regard to considering neighborhood context and linkages in building and site design; employing high quality architecture to define the character of commercial districts; augment the streetscape environment with pedestrian amenities; minimize the appearance of driveways and parking area; and improve streetscape by reducing visual clutter.

The Project would also incorporate, where applicable, many of the implementation strategies presented in the Walkability Checklist, and would implement a number of relevant design elements in order to foster a vibrant and visually appealing pedestrian environment. As such, the Project would be consistent with relevant aspects of the Walkability Checklist.

Further, the Project would be consistent with applicable goals and standards within the CRA's Hollywood Redevelopment Plan. Specifically, the Project would support the Redevelopment Plan goal to promote a positive image for Hollywood by introducing a development featuring modern amenities and landscaped areas. Additionally, the Project would implement a sensitive parking garage design and meet applicable signage regulations. The Project would also include landscaping along the Sunset Boulevard and Bronson Avenue frontages, and landscaped courtyards on certain office levels.

Proposed signage would support the purpose and intent of the CRA's Design for Development for Signs in Hollywood and would comply with applicable signage requirements, including those set forth in the LAMC and the Redevelopment Plan. In accordance with the CRA's Design for Development for Signs in Hollywood, Project signage would not detract from the character-defining features of the historic buildings in the vicinity of the Project site. New signage would not cover nor alter such features, would not interfere with street views of such features, and would blend with the architecture of the existing buildings. Project signage also would not interfere with views of the Hollywood Sign and the Hollywood Hills to the north. As such, Project signage would be aesthetically compatible and consistent with existing signage in the area and the architecture of the Project site. Therefore, the Project would be consistent with the CRA's Design for Development for Signs in Hollywood.

vi) Cumulative

Aesthetics

Many of the related projects represent infill development, and in general, would reinforce existing and emerging land use patterns (e.g., mid- and high-rise development) in the area rather than introduce new development characteristics to the Project area. Furthermore, as with the Project, the related projects would be consistent with the prominent high-rise development along Sunset Boulevard in the vicinity of the Project site. Therefore, development of the related projects in combination with the Project would not be anticipated to substantially degrade the existing character or quality of the environment since the Project area is already highly urbanized. In addition, similar to the Project, future developments, including the related projects, would be subject to the City's design review processes and discretionary review to ensure consistency with adopted guidelines and standards that address aesthetics (e.g., LAMC height limits, density, setback requirements, and specific Community Plan design guidelines, etc). Therefore, it is not anticipated that future development, inclusive of the Project and nearby related projects, would substantially alter, degrade, or eliminate the existing visual character of the Project area, including valued existing features or resources, or introduce elements that substantially detract from the visual character of the area. Thus, cumulative impacts to aesthetics would not be cumulatively considerable.

Views

While development of the Project and Related Project No. 6 would obstruct limited intermittent views of the Hollywood Hills and potentially the Hollywood Sign and the Griffith Observatory to the north, it is not anticipated that the Project and Related Project No. 6 would affect such views to a measurable extent as the Project would only affect potential intermittent views across the Project site and the site of the Sunset & Gordon Mixed-Use Project and not from long-range, expansive viewsheds. In addition, long-range views along north-south roadways such as Bronson Avenue and Gordon Street would continue to be available. Further, as under existing conditions, views of the Hollywood Hills, Hollywood Sign, and Griffith Observatory would remain intermittent throughout the Project area, as many existing buildings already obstruct views of these resources from surrounding vantage points. As such, view impacts would not be cumulatively considerable.

Light and Glare

Development of the Project as well as the related projects in the area would introduce new or expanded sources of artificial light. Consequently, ambient light levels are likely to increase in the Project area. However, given the Project site's location within the highly urbanized Hollywood community, the additional artificial light sources introduced by the Project and nearby related projects would not significantly alter the existing lighting environment currently experienced in the area. Additionally, cumulative lighting would not be expected to interfere with the performance of off-site activities given the moderate ambient nighttime artificial light levels already present. Further, the Project's and related projects adherence to applicable City requirements regarding lighting would control the Project's potential artificial light sources to a sufficient degree so as not to be considered cumulatively considerable.

Similarly with regard to glare, the Project's and nearby related projects' proposed uses are consistent and compatible with other development in the area and common for a high-density urban environment. Furthermore, it is anticipated that the Project and other future development projects would be subject to discretionary review to ensure that significant sources of glare are not introduced. Additionally, it is anticipated that as with the Project, related projects would include standard design features related to use of low-level lighting and shielding as well as use of non-reflective surfaces to minimize the potential for glare. Therefore, the Project's contribution to light and glare impacts would not be cumulatively considerable and cumulative light and glare impacts from development of the Project and the related projects would be less than significant.

b. Air Quality

i) Construction

Regional Emissions

Construction of the Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project site. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile source emissions, primarily NOX, would result from the use of construction equipment, such as dozers, loaders, and cranes. During the finishing phase of Project construction, paving operations and the application of architectural coatings (e.g., paints) and other building materials would potentially release VOCs. However, construction-related daily maximum regional construction emissions would not exceed the regional emissions thresholds recommended by the South Coast Air Quality Management District (SCAQMD) for VOC, NOX, CO, SOX, PM10, and PM2.5 during construction of the Project. Therefore, regional construction emissions from construction of the Project would result in a less-than-significant air quality impacts.

Localized Emissions

Maximum localized construction emissions for off-site sensitive receptors would not exceed any of the SCAQMD-recommended localized screening thresholds for NOX, CO, PM10, and PM2.5 during construction of the Project. Therefore, localized construction emissions from the Project would result in a less-than-significant air quality impact.

Toxic Air Contaminants

According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants (TACs) over a 70 year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Because the construction schedule estimates that the phases which require the most heavy-duty diesel vehicle usage, such as site grading and excavation, would last for a much shorter duration (e.g., approximately three months), construction of the Project would not result in a substantial, long-term (i.e., 70-year) source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not necessary or meaningful to evaluate long-term cancer impacts from construction activities which occur over a relatively short duration. In addition, there would be no residual emissions or corresponding individual cancer risk after construction. As such, Project-related TAC impacts during construction would be less than significant.

Correlation of Potential Impacts to Human Health Effects

The Project is not expected to generate a sufficient quantity of adverse emissions to result in additional days during the year when air pollution in the area exceeds federal, state, or local standards. Similarly, the Project is not expected to generate emissions at a level sufficient to adversely affect human health locally, or create a level of adverse air emissions that

would force residents in the area to modify their activities in a meaningful way. Residents in the area are not expected to experience a material increase in respiratory illness or other adverse air emission health symptoms related directly to the Project's construction emissions. Air emissions from construction activities would not limit residents in the vicinity from engaging in normal outdoor activities. Overall, the Project emissions are minor, well below health-related significance thresholds, and are not expected to alter daily human activities or exacerbate any human illnesses typically associated with adverse air quality emissions.

Odors

Construction activities associated with the Project, including the application of asphalt, the use of architectural coatings and solvents, and the operation of diesel-powered construction equipment, could produce discernible odors typical of most construction sites. Diesel exhaust from vehicles is not typically a health concern unless vehicles operate or idle in close proximity to structural air intakes, pedestrian areas, or sensitive receptors, In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location. With regard to the operation of any stationary, diesel-fueled, compression-ignition engines, Section 93115 in Title 17 of the California Code of Regulations specifies fuel and fuel additive requirements and emission standards. In addition, SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. As a result of the Applicant's mandatory compliance with applicable SCAQMD rules and regulations, pursuant to the Regulatory Compliance Measures listed above, construction activities and materials would result in less-than-significant impacts with regard to odors that affect a substantial number of people.

ii) Operation

Regional Emissions

Regional air pollutant emissions associated with Project operations would primarily be generated by the consumption of electricity and natural gas, and by the operation of on-road vehicles. The regional emissions resulting from operation of the Project would not exceed any of the SCAQMD's daily regional operational thresholds. Therefore, air quality impacts from Project operational emissions would be less than significant.

Localized Emissions

Operation of the Project would not introduce any major new sources of air pollution within the Project site. On-site operational emissions would not exceed any of the localized screening thresholds for NOX, CO, PM10 and PM2.5. Therefore, localized impacts from on-site emission sources would be less than significant.

At buildout of the Project, the highest average daily trips at an intersection would be approximately 73,470 at the Vine Street and Sunset Boulevard intersection, which is below the daily traffic volumes that would be expected to generate CO exceedances as evaluated in the 2003 AQMP. Therefore, the Project does not trigger the need for a detailed CO hotspots model and would not cause any new or exacerbate any existing CO hotspots. As a result, impacts related to localized mobile-source CO emissions would be less than significant.

Based on SCAQMD guidance and California Air Resources Board (CARB) siting guidelines, the Project is not considered to be a substantial source of diesel particulate matter warranting a refined health risk assessment since daily truck trips to the Project site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the California Air Resources Board-mandated airborne toxic control measures limit diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time which would further limit diesel particulate emissions. Any new generator proposed as part of the Project would also be required to comply with all applicable rules and regulations including Best Available Control Technology, which would require the generator to be equipped with a diesel particulate filter. Consistent with SCAQMD Rule 1470, Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines, the emergency generator would be limited to operate no more than 200 hours a year and only in the event of an emergency power failure or for routine testing and maintenance. Compliance with these rules and regulations would ensure that potential health risk impacts related to the emergency generator would be less than significant. Thus, as the Project would not contain substantial TAC sources and is consistent with CARB and SCAQMD guidelines regarding TAC sources in proximity to existing sensitive land uses, potential TAC impacts during operation of the Project would be less than significant.

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs located on-site would be below thresholds warranting further study. As such, the Project would not release substantial amounts of TACs, and impacts on human health would be less than significant.

Correlation of Potential Impacts to Human Health Effects

The Project is not expected to result in additional days during the year when air pollution in the area exceeds federal, state, or local standards. The Project is not expected to generate emissions at a level sufficient to adversely affect human health locally, or create a level of adverse air emissions that would force residents in the area to modify their activities in a meaningful way. Residents in the area are not expected to experience a material increase in respiratory illness or other adverse air emissions. Nor would construction or operation limit residents from engaging in normal outdoor activities in the Project vicinity. The Project emissions are minor, well below health-related significance thresholds, and are not expected to alter daily human activities or exacerbate any human illnesses typically associated with adverse air quality emissions.

<u>Odors</u>

The Project does not include any uses identified by the SCAQMD as being associated with odors. In addition, garbage collection areas for the Project would be contained within the subterranean parking garage, and good housekeeping practices would be sufficient to prevent objectionable odors from garbage collection areas. As the proposed office and retail/supermarket activities would not be a source of odors, potential odor impacts would be less than significant.

iii) SCAQMD CEQA Air Quality Handbook Policy Analysis

Project development would not have a short-term or long-term impact on the region's ability to meet state and federal air quality standards as the Project's regional and localized impacts are all less than significant. Further, the Project would comply with SCAQMD Rule 403. Also, the Project would be consistent with the goals and policies of the Air Quality Management Plan for control of fugitive dust. In addition, the Project's long-term influence would be consistent with the goals and policies of the Air Quality Management Plan and would, therefore, not conflict with or obstruct implementation of SCAQMD's Air Quality Management Plan.

iv) City of Los Angeles Policies

The Project would serve to implement applicable policies of the City of Los Angeles pertaining to air quality. Specifically, development of the Project would include implementation of certain features that would serve to reduce vehicular trips, reduce vehicle miles traveled, and encourage use of alternative modes of transportation. Overall, the Project's close proximity to existing transportation infrastructure and mass transit options would result in a 17.8-percent reduction of vehicle miles traveled and vehicle trips.

v) Cumulative

Construction

According to the SCAQMD, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Construction-related daily emissions at the Project site would not exceed any of the SCAQMD's regional or localized significance thresholds. Thus, the Project's contribution to cumulative construction-related regional emissions would not be cumulatively considerable and therefore would be less than significant.

Construction of the Project also would have a less-than-significant impact with regard to localized emissions. Therefore, the Project's contribution to cumulative air quality impacts due to localized emissions would also not be cumulatively considerable and therefore would be less than significant.

Daily emissions of VOC, NOX, CO, PM10, PM2.5, and SOX would be adverse but less than significant, as the estimated net emissions for these pollutants would be below their respective SCAQMD significance thresholds. Consequently, the Project would have a less than significant cumulative impact due to construction-related regional criteria pollutant emissions.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during demolition and grading/excavation activities. Therefore, as with the Project, construction activities at each related project would not result in a long-term (i.e., 70-year) substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not required or meaningful to evaluate long-term cancer impacts from construction activities which occur over relatively short durations. As such, cumulative toxic emission impacts during construction would be less than significant.

Also similar to the Project, potential sources that may emit odors during construction activities at each related project would include the use of architectural coatings and solvents. Via mandatory compliance with SCAQMD Rules, it is anticipated that construction activities or materials used in the construction of the related projects would not create

objectionable odors. Thus, odor impacts from the related projects are anticipated to be less than significant individually, as well as cumulatively in conjunction with the Project.

Operation

According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. Operational emissions from the Project would not exceed any of the SCAQMD's regional or localized significance thresholds during Project build-out (2017). Therefore, the emissions of non-attainment pollutants and precursors generated by Project operation build-out (2017) would not be cumulatively considerable.

Additionally, cumulative development is not expected to expose sensitive receptors to substantial pollutant concentrations. Future 1-hour and 8-hour CO concentrations near the study intersections would not exceed their respective national or state ambient air quality standards. Therefore, CO hotspots would not occur near these intersections in the future, and, as a result, cumulative impacts related to localized mobile-source CO emissions would be less than significant.

With respect to TAC emissions, neither the Project nor any of the related projects would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, the Project and each of the related projects would likely generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to California Assembly Bill 1807, the SCAQMD has adopted numerous rules that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. In addition, the Project would not result in any substantial sources of TACs that have been identified by the California Air Resources Board's Land Use Guidelines, and thus, would not result in a cumulatively considerable impact.

Regarding potential odor impacts, neither the Project nor any of the related projects have a high potential to generate odor impacts. Furthermore, any related project that may have a potential to generate objectionable odors would be required by SCAQMD Rule 402 (Nuisance) to implement best available control technology to limit potential objectionable odor impacts to a less than significant level. Thus, potential odor impacts from the related projects are anticipated to be less than significant individually and cumulatively.

c. Greenhouse Gas Emissions

i) Construction

Construction of the Project is estimated to generate a total of 2,323 metric tons of equivalent mass of carbon dioxide. As recommended by the SCAQMD, the total greenhouse gas (GHG) construction emissions were amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the Project's operational emissions) in order to determine the Project's annual GHG emissions inventory. Therefore, since operational emissions would be less than significant, as discussed below, construction emissions would also be less than significant.

ii) Operation

With the incorporation of project design features and state mandates, the Project would result in a total of 5,987 metric tons of carbon dioxide equivalent. This represents a reduction of 1,306 metric tons of carbon dioxide equivalent or a 17.9 percent reduction from "business as usual," which is greater than what has been determined by the California Air Resources Board to be necessary to meet the goals of Assembly Bill 32 (i.e., 16-percent reduction). Therefore, the Project would not have a significant impact on the environment due to its GHG emissions. In addition, the Project would be consistent with CARB's Climate Change Scoping Plan for the implementation of AB 32 and comply with the City of Los Angeles Green Building Ordinance. Therefore, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and impacts with regard to climate change would be less than significant.

iii) Cumulative

The Project would contribute to GHG reductions and would support State goals for emissions reduction. In addition, the Project would be consistent with the approach outlined in the California Air Resources Board's Climate Change Scoping Plan, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. The location and design of the Project reflect and support these core objectives. In addition, the Project would comply with the City of Los Angeles Green Building Code, which emphasizes improving energy conservation and land use patterns to reduce auto dependence. Given the Project's consistency with State, SCAG, and City of Los Angeles GHG emission reduction goals and objectives, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, it is concluded that the Project's impacts are not cumulatively considerable.

d. Cultural Resources

i) Historic Resources

The Project site is currently improved with a surface parking lot and does not contain any buildings or structures that are registered as a historic cultural monument or could potentially be identified as a historic cultural monument. Therefore, the Project would not have any impacts associated with the conversion, rehabilitation or alteration of an historic resource. Also, the Project does not include demolition, destruction, relocation, or alteration of any historical resource in the vicinity of the Project site, nor would the Project involve construction that materially impairs the integrity or significance of historic resources located on, adjacent to, or in the near vicinity of the Project site. Therefore, the Project would not result in significant adverse impacts on identified historic resources located on, adjacent to, or in the Project site and the impact on historical resources would be less than significant.

ii) Archaeological Resources

The results of the archaeological records search indicate that there are no identified archeological sites within the Project site and one archaeological site (19-003545) located within a 0.5-mile radius of the Project site. In addition, there are no isolates located within the Project site or a 0.5-mile radius of the Project site. While this does not preclude the potential for an archaeological site to be identified during construction activities associated with the Project, it is unlikely as disturbance of the ground surface has previously occurred

on-site. In addition, if an archaeological resource were to be discovered during construction of the Project, as set forth in Regulatory Compliance Measure D-1, work in the area would cease, and deposits would be treated in accordance with federal and State regulatory requirements, including those set forth in California Public Resources Code Section 21083.2 with respect to any unique archaeological resource. In accordance with Regulatory Compliance Measure D-2, if human remains were discovered during construction of the Project, work in the immediate vicinity would be halted, the County Coroner, construction manager and other entities would be notified per California Health and Safety Code Section 7050.5, and disposition of the human remains and any associated grave goods would occur in accordance with Public Resources Code Section 5097.91 and 5097.98, as amended. With the potential implementation of Regulatory Compliance Measures, any impact related to archaeological resources would be less than significant.

iii) Cumulative

Although impacts to historic resources tend to be site-specific, cumulative impacts would occur if the Project and related projects affect local resources with the same level or type of designation or evaluation, affect other structures located within the same historic district, or involve resources that are significant within the same context as the Project. The closest potential historic resource to the Project site is the bungalow court located to the immediate north of the Project site. Other historic resources in the vicinity include the Arby's sign located to the south of the Project site, south of Sunset Boulevard, and Sunset Bronson Studios located one block to the southeast of the Project site. As previously discussed, no impacts associated with these historic resources would occur as a result of the Project. Therefore, the Project's incremental effect on historical resources would not be cumulatively considerable.

With regard to potential cumulative impacts related to archaeological and paleontological resources, the Project and the related projects are located within an urbanized area that has been disturbed and developed over time. In the event that archaeological and paleontological resources are uncovered, each related project would be required to comply with applicable regulatory requirements. In addition, as part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address the potential for uncovering archaeological and paleontological resources. Therefore, cumulative impacts to archaeological and paleontological resources would be less than significant and would not be cumulatively considerable.

e. Geology and Soils

i) Surface Rupture

Ground rupture is defined as surface displacement which occurs along the surface trace of the causative fault during an earthquake. Based on research of available literature and the findings of the Geotechnical Report included as Appendix F of the Draft EIR, no known active or potentially active faults underlie the Project site. The Project site is also not located within an Alquist-Priolo Earthquake Fault Zone corresponding to the Hollywood Fault. The Project site is not located within an earthquake fault zone based on the State of California official Earthquake Fault Zones Map for the Hollywood Quadrangle. The project site, and the southern boundary of the Hollywood Earthquake Fault Zone delineated by the California Geological Survey is located approximately 0.29 kilometer (0.18 mile) north of the Project site is remote. As such, the Project would not cause or accelerate geologic hazards related to fault rupture, which would result in substantial damage to

structures or infrastructure, or expose people to substantial risk of injury. Impacts associated with surface rupture from a known earthquake fault would be less than significant.

ii) Liquefaction

The Safety Element of the City of Los Angeles General Plan classifies the Project site as part of an area that is susceptible to liquefaction. However, the Seismic Hazard Map for the Hollywood Quadrangle, approved by the California Geological Survey, classifies the Project site as not being part of a liquefiable area. This determination by the California Geological Survey is based on groundwater depth records, soil type, and distance to a fault capable of producing a substantial earthquake. Field explorations and laboratory testing of extracted soils were performed to confirm the liquefaction potential at the Project site. The liquefaction analysis indicates that site soils would not be prone to liquefaction during the ground motion expected during the design-based earthquake.

Due to the depth of the historical highest groundwater level, the type of soils underlying the Project site, and the liquefaction mapping by the California Geological Survey, the Project site would not be capable of liquefaction during the design-based earthquake. Therefore, the Project would not cause or accelerate geologic hazards related to liquefaction, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. As such, impacts associated with liquefaction would be less than significant.

iii) Seismically Induced Settlement

Based on the uniform nature of the underlying older alluvial soils, differential settlement within the Project site may be considered negligible. The Project would also be required to comply with the site plan review and permitting requirements of the Los Angeles Department of Building and Safety including the recommendations provided in a final, site-specific geotechnical report subject to review and approval by the Los Angeles Department of Building and Safety, as provided in Regulatory Compliance Measure E-2. Through compliance with regulatory requirements and site-specific geotechnical recommendations, the Project would not cause or accelerate geologic hazards related to seismically induced settlement, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Impacts related to seismically induced settlement would be less than significant.

iv) Soil Stability

The Project site is underlain by earth fill and alluvial deposits. As discussed in the Geotechnical Report included in Appendix F of the Draft EIR, all required excavations would be sloped, or properly shored, in accordance with the provisions of the California Building Code and additional Los Angeles Building Code requirements, as applicable. In addition, existing on-site fill materials would be removed during excavation of the subterranean parking levels and would be recompacted in accordance with Los Angeles Department of Building and Safety standards prior to reuse on-site, provided any debris and/or organic matter is removed. Further, as previously described, the Project site is not located within an area of known ground subsidence and the Project would not involve large-scale extraction of groundwater, gas, oil, or geothermal energy which would result in ground subsidence. Pursuant to Regulatory Compliance Measures E-1 and E-2 and Project Design Feature E-1 and E-2, the Project Applicant would also be required to prepare and implement a final, sitespecific geotechnical report that incorporates the recommendations of the final, site-specific geotechnical report. Therefore, through compliance with regulatory requirements and sitespecific geotechnical recommendations, impacts related to soil stability would be less than significant.

v) Expansive Soils

According to the Geotechnical Report, the earth materials underlying the Project site have yielded test results in the low to moderate expansion range. Based on the expansion range of the earth materials underlying the Project site, reinforcing these materials beyond the minimum required by the City of Los Angeles Department of Building and Safety is not required. Therefore, through compliance with regulatory requirements and site-specific geotechnical recommendations, potential impacts related to expansive soils would be less than significant.

vi) Landform Alteration

There are no distinct and prominent geologic or topographic features (i.e., hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, or wetlands) on the Project site or vicinity. Therefore, the Project would not destroy, permanently cover, or materially and adversely modify any distinct and prominent geologic or topographic features. Impacts associated with landform alteration would not occur.

vii) Cumulative

Due to the site-specific nature of geological conditions (i.e., soils, geological features, seismic features, etc), geology impacts are typically assessed on a project-by-project basis, rather than on a cumulative basis. As with the Project, related projects and other future development projects would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the California Building Code and the Los Angeles Building Code. Therefore, with adherence to such regulations, cumulative impacts with regard to geology and soils would be less than significant.

f. Land Use

i) Land Use Consistency

The Project would support and would be generally consistent with the General Plan Framework Land Use Chapter as it would contribute to the needs of future residents, businesses, and visitors by introducing office and retail uses to a site currently used as a surface parking lot. The Project would also be consistent with the relevant goals, objectives, and policies of the General Plan Framework's Urban Form and Neighborhood Design Chapter as the Project would represent a positive contribution to the urban design elements of the surrounding cityscape. In addition, the Project would be consistent with the relevant goals, objectives, and policies of the General Plan Framework's Open Space and Conservation Chapter. Specifically, although the Project would not be required to create open space resources, the Project includes landscaped courtyards and landscaping around the perimeter of the Project site. The Project would also be consistent with the relevant goals, objectives, and policies of the General Plan Framework's Economic Development Chapter, which promotes continued economic development and investment in targeted districts and centers, as the Project would provide approximately 26,000 square feet of retail and 274,000 square feet of office uses that would serve the community and future Further, the Project represents an infill development within an existing businesses. urbanized area that would introduce new office and retail uses within an area well-served by public transportation. The Project would further promote all modes of transportation by providing approximately 109 bicycle parking spaces, including 41 publicly accessible spaces for short-term bicycle parking and 68 long-term bicycle parking spaces for employees. Therefore, the Project would be consistent with the relevant goals, objectives, and policies of the General Plan Framework's Transportation Chapter. The Project would also be consistent with the relevant goals, objectives, and policies of the General Plan Framework's Infrastructure and Public Services Chapter, as the Project would be adequately served by existing infrastructure and utilities. In addition, public services, including police, fire,

schools, library, and parks/recreation services and facilities would not be significantly impacted by Project development as the Project does not include residential uses which result in a direct demand for such services.

With regard to consistency with the Hollywood Community Plan, the Project would contribute to the growing needs of Hollywood and introduce new employees and visitors to the area through the development of new office and retail uses. In addition, the Project would be consistent with the mixed-use character of the area and would be adequately served by the existing infrastructure. Therefore, with the adoption of the General Plan Amendment to change the land use designation of the Project site to Regional Center Commercial, the Project would be consistent with the applicable objectives and policies set forth in the Hollywood Community Plan.

Pursuant to Section 502 of the Hollywood Redevelopment Plan, the land use designation for a site subject to the Hollywood Redevelopment Plan is automatically updated to conform to any change in the land use designation of that site in the Community Plan. Therefore, with the adoption of the proposed General Plan Amendment, the land use designation for the Project site would change to Regional Center Commercial in both the Community Plan and the Redevelopment Plan. The Redevelopment Plan states that the Regional Center Commercial land use designation should generally provide goods and services that 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. Therefore, the office and retail uses proposed for the Project would be consistent with the Regional Center Commercial land use designation. Furthermore, as set forth in the Redevelopment Plan, development under the Highway Oriented Commercial designation is limited to an FAR of 3:1 and development under the Regional Center Commercial designation is limited to an FAR of 4.5:1. The Project requires an FAR of 4.5:1. Therefore, the Project's FAR would be inconsistent with the existing land use designation but would be consistent with the allowable FAR under the proposed Regional Center Commercial land use designation. With adoption of the requested General Plan Amendment, the Project would be consistent with the land use designation and FAR. Additionally, the Project would support applicable goals of the Redevelopment Plan.

With regard to the Los Angeles Municipal Code, the Project would not be consistent with the allowable uses under the current P-1 zoning designation for the northern portion of the Project site. In addition, development of the Project would result in a FAR of 4.5:1, which would exceed the FAR of 1.5:1. However, with the adoption of the zone/height district changes, the Project would be consistent with the zoning/height district designations for the Project site. The Project would also comply with LAMC Section 12.21.A.4 with regard to vehicular parking and bicycle parking. Therefore, with the adoption of the requested zone/height district changes, the Project would be consistent with the Consistent with the Los Angeles Municipal Code.

The southern portion of the Project site is located within the boundary of the Hollywood Signage Supplemental Use District. The Project would not include any of the types of signs that are prohibited in the Hollywood Signage Supplemental Use District pursuant to Ordinance No. 181,340. Furthermore, the Project would comply with the design standards for specific types of signs set forth in Ordinance No. 181,340, including, but not limited to, standards related to location, dimensions, area, height, spacing, and materials. Therefore, the Project would be consistent with the applicable signage requirements in the Hollywood Signage Supplemental Use District.

The Project would also be consistent with the applicable goals and principles set forth in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy and the

Compass Growth Vision Report. Further, the Project would be consistent with the applicable goals and policies set forth in the Regional Comprehensive Plan.

Overall, the Project would be generally consistent with applicable goals, policies, and objectives in local and regional plans that govern development of the Project site. Therefore, the Project would not be in substantial conflict with applicable land use plans and the impact related to land use consistency would be less than significant.

ii) Land Use Compatibility

The Project would be generally consistent with the uses in, and the scale of, the surrounding commercial area, which is a highly urbanized area characterized by a varied mix of land uses at various scales of development. Generally, the segment of Sunset Boulevard within the Hollywood community includes dense commercial development with a mix of low-rise to high-rise structures along Sunset Boulevard, with lower density mixed-use areas interspersed with residential uses located along the adjacent collector streets. The Project would continue this pattern of land use distribution and intensity. As such, the Project would represent an extension and reflection of the surrounding urban environment.

With regard to the low-rise residential buildings located north of the Project site, including the Bungalow Court located at 1527-1553 North Bronson Avenue, the Project would feature a stepped back design with the maximum height of the building concentrated along Sunset Boulevard and the shortest portion of the building adjacent to the lower intensity uses to the north. The Project would also include building fenestration and a variety of surface materials and colors to create horizontal and vertical articulation, provide visual interest, and reduce the building scale, particularly from the lower intensity uses to the north. In addition, the Project would include landscaping along the Sunset Boulevard and Bronson Avenue frontages to enhance the aesthetic character of the perimeter of the Project site, as well as landscaped planters on all podium parking levels and a landscaped masonry wall along the northern border, facing the residential uses to the north.

Further, the discretionary actions required for the Project would not promote development that is incompatible with the surrounding community. Specifically, the General Plan amendment to change the land use designation for the Project site from Highway Oriented Commercial to Regional Center Commercial would be consistent and compatible with other similarly designated development (and the City's urban planning vision) in the Project vicinity. Further, the requested zone change to change the zoning for the northern portion of the Project site from P-1 to C4-2 would establish consistent commercial zoning within the Project site and provide a unified site that is consistent with and compatible with the surrounding commercially-zoned properties and variety of land uses interspersed together in this area of Hollywood. Additionally, the requested height district change (from Height District 1 to Height District 2) would also be consistent with certain uses fronting Sunset Boulevard and generally consistent with the heights of the existing mixed-use and commercial structures along Sunset Boulevard.

Therefore, the Project would be compatible with surrounding land uses and zones and would not substantially or adversely change the existing land use relationships between the Project site and existing off-site uses. The Project also would not physically divide an established community. Therefore, impacts related to land use compatibility would be less than significant.

iii) Cumulative

As with the Project, the related projects would be required to comply with relevant land use policies and regulations. Therefore, the Project and the related projects would not have

cumulatively significant land use impacts. In addition, as the Project would generally be consistent with applicable land use and zoning plans and standards, the Project would not incrementally contribute to cumulative inconsistencies with respect to land use and zoning plans and standards. Cumulative impacts with regard to the regulatory framework would not be cumulatively considerable and cumulative impacts would be less than significant.

With regard to land use compatibility, the proposed developments associated with the related projects comprise a variety of uses, including apartments, condominiums, restaurants, and retail uses, 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, 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. Also, similar to the Project, Related Project No. 6 includes an open plaza area between the adjacent multi-family residential developments to the north. In addition, while Related Project No. 6 is located immediately west of the Project site, Related Project No. 6 would be located southwest of the Bungalow Court, further from the Bungalow Court. Thus, the Project, combined with nearby related projects, 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 be less than significant.

g. Noise

i) Off-Site Construction Noise

Off-site construction noise sources include delivery, concrete mix, and haul trucks, and construction worker vehicles. Construction-related delivery/haul trucks would generate noise levels up to 68.4 dBA (hourly Leq) along the construction haul route on Sunset Boulevard, Bronson Avenue, and Hollywood Boulevard and would be below the 5-dBA significance threshold. Therefore, noise impacts from off-site construction traffic would be less than significant.

ii) Off-Site Construction Vibration (building damage)

Haul trucks during construction would generate ground-borne vibration as they travel along the Project designated haul routes. There are existing buildings along the Project's haul routes (i.e., Bronson Avenue, Sunset Boulevard, and Hollywood Boulevard) that are approximately 20 feet from the right-of-way and would be exposed to ground-borne vibration levels of approximately 0.022 PPV or 75 VdB. These estimated vibration levels generated by the haul trucks along the haul routes would be well below the most stringent building damage threshold of 0.12 PPV for buildings extremely susceptible to vibration. Therefore, impacts regarding off-site vibration during construction pursuant to the threshold for building damage would be less than significant.

iii) Operational Noise

Primary noise sources associated with operation of the Project would include building mechanical equipment, outdoor spaces, parking facilities, loading dock/trash collection areas, and traffic on nearby roadways. The Project is estimated to increase the ambient sound level at the off-site noise-sensitive receptors by approximately 0.1 dBA (CNEL) to a maximum of approximately 4.6 dBA (CNEL), relative to the existing ambient noise

environment. These estimated increases in noise levels would be below the significance threshold. As such, the composite noise level (noise level from all of the Project's noise sources) impacts due to Project operations would be less than significant.

iv) Cumulative

On-Site Construction Vibration

Potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in close proximity of the construction site (i.e., within 15 feet as related to building damage and 80 feet as related to human annoyance). The nearest related project (Related Project No. 5) is approximately 390 feet from the Project. Therefore, due to the rapid attenuation characteristics of ground-borne vibration, there is no potential for a cumulative construction impact with respect to ground-borne vibration from on-site sources.

Operational Noise-Stationary Sources

Due to provisions set forth in the LAMC that limit stationary source noise from items such as roof-top mechanical equipment, noise levels would be less than significant at the property line for each related project. In addition, with implementation of the regulatory compliance measures and the project design features presented above, noise impacts associated with operations within the Project site would be less than significant. Based on the distance of the related projects from the Project site and the noise levels associated with the Project after implementation of the regulatory compliance measures and project design features, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

The Project and related projects in the area would produce traffic volumes (off-site mobile sources) that would generate roadway noise. Cumulative traffic volumes would result in a maximum increase of 2.5 dBA (CNEL) along Hollywood Boulevard, between Gower Street and Bronson Avenue, which would be below the most stringent 3-dBA significance threshold. At all other analyzed roadway segments, the increase in cumulative traffic noise would be lower. Therefore, cumulative noise impacts due to off-site mobile noise sources associated with the Project, future growth, and related projects would be less than significant.

h. Traffic, Access, and Parking

i) Construction – Bus/Transit Impacts

There are no bus stops immediately adjacent to the Project site along Bronson Avenue or Sunset Boulevard. Therefore, Project construction would not require rerouting bus stops or bus lines. As such, the Project would not result in temporary impacts to transit.

ii) Construction – On-Street Parking Impacts

Parking is allowed on both Bronson Avenue and Sunset Boulevard during certain hours of the day adjacent to the Project site. Therefore, intermittent use of the curb lanes on Bronson Avenue and Sunset Boulevard and use of construction fences adjacent to the Project site could result in the temporary loss of up to nine on-street parking spaces on Bronson Avenue and up to five on-street parking spaces on Sunset Boulevard. However, as the displacement of these spaces would be temporary and would not be substantial such that the parking needs of the Project area would not be met, potential impacts to parking during construction of the Project would be less than significant.

iii) Regional Transportation System

The closest mainline freeway monitoring location to the Project site is on US-101 south of Santa Monica Boulevard, approximately 0.9-mile southeast of the Project site. The Project is projected to add a total of 13 southbound trips and 96 northbound peak-hour trips during the morning peak hour and 82 southbound trips and 17 northbound trips during the afternoon peak hour to this freeway monitoring location. As such, the Project would not add 150 trips in either direction during the morning or afternoon peak hour. Therefore, Project impacts to a CMP mainline freeway monitoring location would be less than significant.

A significant impact would occur at a CMP mainline freeway segment if Project traffic caused an incremental increase in the D/C ratio of 0.02 or greater to a segment projected to operate at LOS F (D/C > 1.00) after the addition of Project traffic. The US-101 south of Santa Monica Boulevard CMP mainline freeway monitoring segment would not operate at LOS F under Future with Project conditions and, in any event, the changes in the D/C ratio during the a.m. and p.m. peak hours would not exceed the CMP significance threshold of 0.02. Therefore, the impact would be less than significant.

Two arterial CMP monitoring stations are located within approximately 1.5 miles of the study area: Santa Monica Boulevard and Western Avenue located approximately 0.6 mile southeast of the Project site and Santa Monica Boulevard and Highland Avenue located approximately 1.4 miles southwest of the Project site. The Project would add fewer than 50 peak-hour trips at each of the arterial monitoring intersections nearest the Project site. As such, Project impacts to a CMP arterial intersection would be less than significant.

With regard to public transit, the Project's net new transit trips would represent approximately 0.3 percent of the available capacity during both the morning and p.m. peak periods. Therefore, Project impacts to the existing transit system in the study area would be less than significant.

iv) Access and Circulation

Primary vehicular access to the Project site would be provided along Bronson Avenue north of Sunset Boulevard. Pursuant to the methodology outlined in the City of Los Angeles CEQA Thresholds Guide, site access impacts would normally occur if the intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the a.m. or p.m. peak hour, under Future With Project conditions. Both Intersection No. 8 and Intersection No. 15, which are the intersections nearest the Project site, are projected to operate at LOS D or better during the morning and p.m. peak periods under Future Plus Project Conditions. Therefore, Project impacts with regard to access and circulation would be less than significant.

v) Bicycle, Pedestrian, and Vehicular Safety

Access to the Project site would be provided via driveways along Bronson Avenue, north of Sunset Boulevard. The Project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. In addition, the proposed driveways would be designed to limit potential impediments to visibility and incorporate pedestrian warning systems (e.g., for the Sunset Boulevard truck exit), as required. The Project would also include separate pedestrian entrances and would provide access from adjacent streets, parking facilities, and transit stops to facilitate pedestrian movement. Further, the Project would maintain existing sidewalks and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project site. While no dedicated bicycle lanes currently exist on Sunset Boulevard or Bronson Avenue, bicycle lanes are proposed for Sunset Boulevard in the City's 2010 Bicycle Plan. As the Project would maintain the existing sidewalks and circulation system, the Project would not disrupt bicycle flow along Sunset Boulevard or Bronson Avenue. In addition, to facilitate bicycle use, bicycle parking spaces and amenities would be provided within the Project site. Therefore, the Project would not substantially increase hazards to bicyclists, pedestrians, or vehicles. Impacts related to bicycle, pedestrian, and vehicular safety would be less than significant.

vi) Parking

Based on the parking requirements for office and retail/supermarket uses set forth in LAMC Section 12.21-A,4(x)(3) for the Hollywood Redevelopment Project Area (pursuant to Ordinance No. 153,385), the Project would be required to provide 548 parking spaces for the office use and 52 parking spaces for the retail/supermarket use, for a total of 600 parking spaces. The Project will provide 830 parking spaces. Therefore, the Project would provide sufficient parking to comply with the minimum applicable parking requirements in the LAMC. As such, the Project's parking impact would be less than significant.

vii) Caltrans Facilities Analysis

Freeway Segment Screening

The Caltrans Facilities Analysis addresses the Project's potential impact on Caltrans facilities in accordance with the requirements of the Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures (LADOT and Caltrans, October 2013). With regard to freeway segment screening, based on the existing traffic volumes for the three freeway segments analyzed, the US-101 freeway segments between Gower Street and Hollywood Boulevard and between Hollywood Boulevard and Sunset Boulevard would operate at LOS C or better during the peak periods and, as such, do not meet the screening criteria. The US-101 northbound freeway segment between Sunset Boulevard and Western Avenue currently operates at LOS D during the morning and afternoon peak periods. However, the Project's peak-hour trips would only increase traffic volumes in the northbound direction between Sunset Boulevard and Western Avenue by 0.2 percent during the morning peak hour and 1.4 percent during the afternoon peak hour. Since both of those increases would be less than two percent, the Project would not meet the screening criterion during either peak hour in either direction at the freeway segments studied.

Freeway Off-Ramp Screening

With regard to freeway off-ramp screening, the Project's trips during the morning peak period would result in an increase that would represent more than two percent of the off-ramp capacity for two off-ramps. However, both of the off-ramps would operate at LOS A during the morning and afternoon peak hours. As such, the Project would not meet the screening criterion during either peak hour in either direction at the identified freeway off-ramps.

viii) Cumulative

Regional Transportation System

The Project would add less than 150 trips along the freeway monitoring station closest to the Project site. In addition, the Project would not add more than 50 vehicle trips during the a.m. and p.m. peak hours at the CMP arterial monitoring stations nearest to the Project site. Further, the Project would not result in significant transit impacts. Thus, no CMP or transit

impacts would occur under the Project and, as a result, the Project's contribution to cumulative impacts would not be cumulatively considerable. Thus, the Project's cumulative impacts with regard to the CMP and transit would be less than significant.

Access and Circulation

The Project's impact on the two intersections nearest the primary Project site access, which are signalized Intersection No. 8: Bronson Avenue and Sunset Boulevard and unsignalized Intersection No. 15: Bronson Avenue and Carlton Way, would operate at LOS D or better during the morning and p.m. peak periods under Future Plus Project Conditions. Therefore, the Project would have a less-than-significant impact with respect to access and circulation. As such, the Project's access and circulation impacts would not be cumulatively considerable and the Project would not result in a significant cumulative impact.

Bicycle, Pedestrian, and Vehicular Safety

Project impacts related to bicycle, pedestrian, and vehicular safety would be less than significant. In addition, as with the Project, it is anticipated that future related projects would be subject to City review to ensure that related projects are designed with adequate access/circulation, including standards for sight distance, sidewalks, crosswalks, and pedestrian movement controls. Thus, Project impacts with regard to bicycle, pedestrian, and vehicular safety would not be cumulatively considerable, and cumulative impacts would be less than significant.

Parking

The parking demand associated with the Project would not contribute to the cumulative demand for parking in the vicinity of the Project site as a result of development of the Project and related projects. In addition, the Project would comply with the applicable minimum parking requirements in the LAMC for the proposed uses and would accommodate the peak parking demand for the Project. Similarly, related projects would have been or would be subject to City review to ensure that adequate parking be provided for each of the related projects. Therefore, Project impacts with regard to parking would not be cumulatively considerable, and cumulative impacts would be less than significant.

i. Water Supply

i) Construction

Construction activities for the Project would result in a temporary increase in water demand. The amount of water used during construction would vary depending on soil conditions, weather, and the specific activities being performed. However, given the temporary nature of construction activities, the short-term and intermittent water used generated during construction of the Project would be less than the net new water consumption of the Project at buildout. Furthermore, as concluded in LADWP's 2010 Urban Water Management Plan, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple dry-years during each year of Project construction. Therefore, since water demand for Project construction would be less than the water demand to operate the Project, the construction-related impact to water supply would be less than significant.

With regard to infrastructure, the existing LADWP water infrastructure would be adequate to provide for the water flow necessary to serve the Project. Thus, no upgrades to the mainlines that serve the Project site would be required. However, the Project would require new service connections to connect to the existing water mainline adjacent to the Project

site in Bronson Avenue. The design and installation of new service connections would be required to meet applicable City standards. Minor off-site construction work associated with trenching would occur, resulting in partial street closures along Bronson Avenue and Sunset Boulevard adjacent to the Project site. However, such closures would be temporary in nature and would not result in a substantial inconvenience to motorists or pedestrians, who would have additional options for navigating around the construction activities. Furthermore, as discussed in Section IV.H, Traffic, Access, and Parking, of the Draft EIR, a Construction Management Plan would be implemented during Project construction to ensure that adequate and safe access remains available within and near the Project site during construction activities. In addition, prior to conducting any ground disturbing activities, Project contractors would coordinate with LADWP to identify the locations and depths of existing water lines in the Project site vicinity to avoid disruption of water service. As such, construction-related impacts to water infrastructure would be less than significant.

ii) Operation

Development of the Project would result in an increase in long-term water demand for consumption, operational uses, maintenance, and other activities on the Project site. Based on the Water Supply Assessment prepared for the Project, it is estimated that the Project would have an average daily domestic water demand of approximately 91,102 gallons per day or 102 acre-feet per year. However, when accounting for the reduction in water use from implementation of water conservation features pursuant to the California Plumbing Code, California Green Building Code, and the City of Los Angeles water-efficiency requirements as well as implementation of project design features, the Project would have an average daily domestic water demand of approximately 78,800 and an annual water demand of approximately 88 acre-feet per year.

Based on LADWP's 2010 Urban Water Management Plan water demand projections through 2035, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year conditions through the year 2035, as well as the intervening years (i.e., 2017). Therefore, as set forth in the Water Supply Assessment for the Project, provided in Appendix I of the Draft EIR, the LADWP Board finds that the Project falls within the available and projected water supplies for normal, single-dry, and multiple-dry years though the year 2035 and that the LADWP would be able to meet the proposed water demand of the Project, and impacts to water supply during operation of the Project would be less than significant.

iii) Cumulative

The total annual cumulative water demand associated with the Project and the related projects would be within the available and projected water demand of the LADWP's 2010 Urban Water Management Plan. In addition, as indicated by the Project's Water Supply Assessment, the LADWP Board found that it will be able to meet the water demand for the Project, as well as existing and planned water demands of its future service area. In addition, future related projects that are subject to Senate Bill 610 would be required to prepare a water supply assessment that would evaluate the quality and reliability of existing and projected water supply as a lternative sources of water supply and measures to secure alternative sources if needed. Furthermore, compliance of the Project and future development projects with regulatory requirements that promote water conservation, such as the City's Green Building Code, as well as AB 32, would further assist in assuring that adequate water supply is available on a cumulative basis. Therefore, Project impacts on water supply would not be cumulatively considerable and cumulative impacts on water supply would be less than significant.

j. Energy Resources

i) Energy Demand Construction

Electricity

During construction of the Project, electricity would be consumed to construct the new building. Electricity would be supplied to the Project site by LADWP and would be obtained from the existing electrical lines that connect to the Project site. Use of electricity from existing power lines rather than temporary diesel or gasoline powered generators would minimize impacts on energy use. Electricity consumed during Project construction would vary throughout the construction period based on the construction activities being performed. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the Project would require limited electricity supplies and infrastructure. Therefore, the use of electricity during Project construction would not be wasteful, inefficient, or unnecessary.

Compliance with LADWP's guidelines and requirements would ensure that the Project Applicant fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations with LADWP, and limits any impacts associated with grading, construction, and development within LADWP easements. As such, construction of the Project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Natural Gas

Natural gas would not be supplied to support Project construction activities. Therefore, there would be no demand generated by construction of the Project. The Project would, however, involve installation of new natural gas connections to serve the Project. Since the Project is located in an area already served by existing natural gas infrastructure, the Project would likely not require extensive infrastructure improvements to serve the Project site. Construction impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. Vehicular and pedestrian access within the Project site and immediately surrounding the Project site could be affected by such construction activities. However, as described in Section IV.H, Traffic, Access, and Parking, of the Draft EIR, during construction of the Project, a Construction Management Plan would be implemented to ensure that adequate and safe access is available within and near the Project site during construction activities. In addition, prior to ground disturbance. Project contractors would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

Transportation Energy

On- and off-road vehicles would consume an estimated 61,140 gallons of gasoline and approximately 109,705 gallons of diesel fuel throughout the Project's entire construction period. Consumption of such resources would be temporary and would cease upon the completion of construction. The fuel usage during Project construction would account for approximately 0.0004 percent of the existing gasoline related energy consumption and 0.004 percent of the existing diesel fuel related energy consumption in the State of California. Compliance with Regulatory Compliance Measure B-2 would reduce the

Project's reliance on petroleum-based fuels during construction activities and the Project's consumption of petroleum-based fuels would not have an adverse impact on available supplies.

With regard to truck trips for hauling demolition material, the City has adopted several plans and regulations to promote the reduction, reuse, recycling, and conversion of solid waste going to disposal systems. The Project's compliance with these regulations would further reduce the number of trips and fuel required to transport construction debris and in turn would reduce the wasteful, inefficient, and unnecessary consumption of energy. Therefore, the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. As such, impacts regarding transportation energy would be less than significant.

Development of the Project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the Project. The Applicant would acquire all necessary materials from market supplies. While it is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

Operation

Electricity

Implementation of applicable regulatory requirements and project design features would reduce the Project's estimated electricity consumption by approximately 18 percent to 4,982,868 kWh/year. When accounting for the existing electricity usage at the Project site, the Project would result in a net new consumption of electricity totaling approximately 4,911,060 kWh/year. Based on LADWP's 2013 Power Integrated Resource Plan, LADWP forecasts that its total energy sales in the 2017–2018 fiscal year (the Project buildout year) will be 22,823 gigawatt-hours (GWh) of electricity. As such, the Project-related net annual electricity consumption would represent approximately 0.02 percent of LADWP's projected sales in 2017. Therefore, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity demand. Thus, impacts with regard to electrical supply and infrastructure capacity would be less than significant.

Natural Gas

Implementation of applicable regulatory requirements and project design features would reduce the Project's estimated demand for natural gas by approximately 34 percent to 209,130 cubic feet/month, or 6,871 cubic feet per day (cu ft/day). Based on the 2014 California Gas Report, the California Energy Commission estimates natural gas consumption within SoCalGas' planning area will be approximately 2,697 million cubic feet per day (mm cu ft/day) in 2017. The Project would account for approximately 0.0002 percent of the 2017 forecasted consumption in SoCalGas' planning area. Therefore, it is anticipated that SoCalGas' existing and planned natural gas supplies would be sufficient to support the Project's demand for natural gas. Thus, impacts with regard to natural gas supply and infrastructure capacity would be less than significant.

Transportation Energy

During operation, the Project would result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project site. The Project would include vehicular trip reduction measures as part of a Transportation Demand Management Program that would provide for a reduction in vehicle trips. In addition, the Project site's location in an urbanized area and in close proximity to several bus routes would provide employees with various public transportation opportunities. Implementation of the Transportation Demand Management Program and use of public transportation would serve to reduce vehicle miles and result in a corresponding reduction in the consumption of petroleum-based fuels. Overall, when accounting for the measures that would be implemented to reduce vehicle miles traveled, the Project's petroleum-based fuel usage would be reduced by 18 percent to approximately 439,887 gallons of gasoline and 73,993 gallons of diesel per year or a total of 513,880 gallons of petroleum-based fuels.

ii) Energy Conservation

The Project would incorporate the City's Green Building Standards and comply with Title 24. In addition, the Project would comply with all applicable regulatory requirements aimed at reducing energy use, including recycling of construction materials, and use of recycled building materials where feasible, and would implement project design features to further reduce the Project's energy consumption. Overall, the Project would be designed and constructed in accordance with state and local green building standards that would serve to reduce the energy demand of the Project. Additionally, the Project's energy demand would be within the existing and planned electricity and natural gas capacities of LADWP and SoCalGas, respectively. Therefore, development of the Project would be consistent with the intent of Appendix F of the CEQA Guidelines. In addition, Project operations would not conflict with adopted energy conservation plans.

iii) Cumulative

Electricity

Buildout of the Project, related projects, and additional growth forecasted to occur in the City would increase electricity consumption during Project construction and operation and, thus, cumulatively increase the need for energy supplies and infrastructure capacity, such as new or expanded energy facilities. Although future development would result in the irreversible use of renewable and non-renewable electricity resources during Project construction and operation which could limit future availability, the use of such resources would be on a relatively small scale and would be consistent with growth expectations for LADWP's service area. Furthermore, like the Project, during construction and operation, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and state energy standards under Title 24, and incorporate mitigation measures, as necessary. Accordingly, the Project's contribution to cumulative impacts related to electricity consumption would not be cumulatively considerable and, thus, would be less than significant.

Electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by LADWP are ongoing. LADWP would continue to expand delivery capacity as needed to meet demand increases within its service area at the lowest cost and risk consistent with LADWP's environmental priorities and reliability standards. Development projects within the LADWP service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. As such, cumulative

impacts with respect to electricity infrastructure would not be cumulatively considerable and, thus, would be less than significant.

Natural Gas

Buildout of the Project and related projects in SoCalGas' service area is expected to increase natural gas consumption during Project construction and operation and, thus, cumulatively increase the need for natural gas supplies and infrastructure capacity. Although future development projects would result in the irreversible use of natural gas resources which could limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for SoCalGas' service area. Furthermore, like the Project, during Project construction and operation other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and state energy standards under Title 24, and incorporate mitigation measures, as necessary. Accordingly, the Project's contribution to cumulative impacts related to natural gas consumption would not be cumulatively considerable and, thus, would be less than significant.

Natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed. It is expected that SoCalGas would continue to expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. As such, cumulative impacts with respect to natural gas infrastructure would not be cumulatively considerable and, thus, would be less than significant.

Transportation Energy

Buildout of the Project and related projects in the City of Los Angeles is expected to increase transportation energy consumption during Project construction and operation and, thus, cumulatively increase the need for energy for transportation-related uses. When Project consumption is combined with consumption estimates for the related projects, there would be a cumulative increase of approximately 17,993,110 gallons of gasoline and 3,040,457 gallons of diesel per year. Thus, the Project and related projects would account for approximately 0.12 percent of the existing gasoline related energy consumption and 0.11 percent of the existing diesel fuel related energy consumption in the State of California. The potential use of alternative-fueled, electric, and hybrid vehicles utilized by visitors to the Project site would reduce the Project's consumption of gasoline and diesel. However, the above estimates do not account for these other more energy efficient vehicle types. Therefore, this estimate is conservative. In addition, over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce vehicle miles traveled which would reduce reliance on petroleum. Accordingly, gasoline consumption in California has declined. The California Energy Commission predicts that the demand for gasoline will continue to decline over the next ten years and there will be an increase in the use of alternative fuels, such as natural gas, biofuels, and electricity. Furthermore, like the Project, during construction and operation, other future development projects would be expected to reduce vehicle miles traveled by encouraging the use of alternative modes of transportation and other project features that promote the reduction of vehicle miles traveled. Thus, while there would be an increase in consumption of petroleum-based fuels, the Project's contribution to cumulative impacts related to transportation energy consumption would not be cumulatively considerable and, thus, would be less than significant.

2. Project Impacts Determined to be Potentially Significant in the EIR, but can be Mitigated to a Less-Than-Significant Level

The following impact areas were concluded by the EIR to be less than significant with the implementation of mitigation measures described in the EIR. Based on that analysis and other evidence in the administrative record relating to the Project, the City finds and determines that, based on substantial evidence, mitigation measures described in the EIR will reduce potentially significant impacts identified for the following environmental impact categories to below the level of significance.

a. Cultural Resources – Paleontological Resources

Based on the paleontological records search, surface grading or excavations at very shallow depth in the uppermost layers of soil and Quaternary deposits in the Project area are unlikely to uncover significant vertebrate fossils. Deeper excavations, however, have the potential to encounter remains of fossil vertebrates. The anticipated maximum depth of excavation for Project development is approximately 35 feet below the existing ground surface. Therefore, the potential exists for paleontological resources to be uncovered during construction activities and impacts associated with paleontological resources could be potentially significant without mitigation. With implementation of Mitigation Measure D-1, any potential impacts related to paleontological resources would be reduced to a less than significant level.

FINDING

The City adopts the first possible, which states that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (Guidelines Section 15091 (a)(1)).

b. Geology and Soils – Strong Seismic Ground Shaking

The Project site is located within the seismically active region of Southern California and would potentially be subject to strong ground motion if a moderate to strong earthquake occurs on a local or regional fault. The potentially significant impacts related to seismic ground shaking at the Project site can be reduced to less than significant through conformance with existing state laws, City ordinances, and the application of accepted and proven construction engineering practices. The Geotechnical Report included in Appendix F of the Draft EIR contains preliminary recommendations for the type of engineering practices that would be used to minimize the risks associated with seismic shaking. Those recommendations are included as mitigation measures. In addition, per Mitigation Measure E-6, a final design-level geotechnical report would be prepared by the Applicant and reviewed to the satisfaction of the Department of Building and Safety before the issuance of grading permits.

As with other development projects in the Southern California region, the Project would comply with the current seismic design provisions of the California Building Code to minimize seismic impacts, as reflected in Regulatory Compliance Measure E-1, below. Additionally, construction of the Project would be required to adhere to the seismic safety requirements contained in the Los Angeles Building Code (LAMC, Chapter IX, Article 1). The Project would also be required to comply with the site plan review and permitting requirements of the Los Angeles Department of Building and Safety including the recommendations provided in a final, site-specific geotechnical report subject to review and approval by the Los Angeles Department of Building and Safety, as provided in Regulatory Compliance Measure E-2. Through compliance with regulatory requirements and site-specific geotechnical recommendations contained in a final design-level geotechnical

engineering report, and adherence to the mitigation measures herein, the Project would not cause or accelerate geologic hazards related to strong seismic ground shaking, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury and potentially significant impacts related to strong seismic ground shaking would be reduced to a less than significant level.

FINDING

The City adopts the first possible finding, which states that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (Guidelines Section 15091 (a)(1)).

c. Noise – On-Site Construction Vibration (building damage)

The Project would generate ground-borne construction vibration during site demolition and shoring/excavation/grading activities when heavy construction equipment, such as large bulldozers, drill rig, and loaded trucks, would be used. Vibration velocities from typical heavy construction equipment operations that would be used during construction of the Project would range from 0.003 to 0.089 PPV at 25 feet from the equipment. The estimated vibration velocity levels (from all construction equipment) would be well below the building damage significance thresholds at four of the five off-site structures. However, the estimated ground-borne vibration levels from the heavy construction equipment (i.e., large bulldozer, drill rig, and loaded truck) at the residential buildings to the north of the Project site would exceed the threshold for historic buildings. This potential vibration impact would only occur when heavy construction equipment operates within 22 feet of the residential buildings to the north. Therefore, without mitigation, vibration impacts during construction activities would be significant. The Project includes Mitigation Measure G-4 to reduce vibration impacts on the residential buildings to the north. Implementation of Mitigation Measure G-4 would reduce the potential vibration impacts (with respect to building damage) to a less than significant level and building damage would not occur.

FINDING

The City adopts the first possible finding, which states that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (Guidelines Section 15091 (a)(1)).

d. Traffic, Access, and Parking - Access and Safety Impacts during Construction

Adjacent to the Project site, the curb lanes on Bronson Avenue and Sunset Boulevard would be used intermittently throughout the construction period for equipment staging, concrete pumping, etc. In addition, it is expected that construction fences could encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the Project site. It is anticipated that the Bronson Avenue sidewalks would be closed for the duration of construction and the Sunset Boulevard sidewalk would be closed intermittently. As such, the use of the public right-of-way along Bronson Avenue and Sunset Boulevard would require temporary rerouting of pedestrian traffic. Therefore, the Project would result in the temporary loss of access to sidewalks surrounding the Project site boundary. Thus, potentially significant access and safety impacts during Project construction could occur.

The Construction Management Plan to be implemented pursuant to Mitigation Measure H-1 would include safety precautions for pedestrians and bicyclists such as alternate routing and protection barriers, as appropriate. Implementation of Mitigation Measure H-1 would ensure

that adequate and safe access remains available within and surrounding the Project site and would minimize potential conflicts between construction activity and pedestrian and vehicular traffic in the vicinity of the Project site. Therefore, with implementation of Mitigation Measure H-1, potentially significant construction-related access and safety impacts would be reduced to a less-than-significant level.

FINDING

The City adopts the first possible finding, which states that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (Guidelines Section 15091 (a)(1)).

3. Project Impacts Determined to be Significant and Unavoidable in the EIR that Cannot Be Mitigated to a Less-Than-Significant Level

The City of Los Angeles, as the Lead Agency, determines that the following impacts are significant and unavoidable. In order to approve the Project with significant unmitigated impacts, the City will be required to adopt a Statement of Overriding Considerations, which is set forth in Subsection H below. No additional environmental impacts other than those identified below will have a significant effect or result in a substantial or potentially substantial adverse effect on the environment as a result of the construction or operation of the Project. The City finds and determines that all significant environmental impacts identified in the EIR for the construction and operation of the Project have been reduced to an acceptable level in that:

a. All significant environmental impacts that can be feasibly avoided have been eliminated, or substantially lessened through implementation of the Project design features and/or mitigation measures; and

b. Based on the EIR, the Statement of Overriding Considerations set forth in Subsection H below, and other documents and information in the record with respect to the construction and operation of the Project, all remaining unavoidable significant impacts, as set forth in these findings, are overridden by the benefits of the Project as described in the Statement of Overriding Considerations for the construction and operation of the Project as described in the Project and implementing actions.

a. Shading (Project-level and Cumulative)

Project shadows during the winter would extend in a northerly direction and would move from northwest to northeast across the surrounding landscape. Project shadows during the winter would extend to the Bungalow Court and the multi-family use north of the Bungalow Court for six hours from 9:00 a.m. and 3:00 p.m. Therefore, the Project would potentially cast shadows on routinely useable outdoor spaces associated with this use. The City considers a project to have a significant shading impact if shadow-sensitive uses would be shaded by proposed development for more than three hours between 9:00 a.m. and 3:00 p.m. during the winter. As the Project would cast shadows on shade-sensitive uses surrounding the Project site for more than three hours during the winter, shading impacts would be significant.

Project shadows during the spring would extend to the Bungalow Court immediately north of the Project site for eight hours from 9:00 a.m. and 5:00 p.m. Therefore, the Project would potentially cast shadows on routinely useable outdoor spaces associated with this use. The City considers a project to have a significant shading impact if shadow-sensitive uses would be shaded by proposed development for more than four hours between 9:00 a.m. and 5:00 p.m. during the spring. As the Project would cast shadows on shade-sensitive uses

surrounding the Project site for more than four hours during the spring, impacts would be significant.

Project shadows during the fall would extend to the Bungalow Court immediately north of the Project site for eight hours from 9:00 a.m. and 5:00 p.m. Therefore, the Project would potentially cast shadows on routinely useable outdoor spaces associated with this use. The City considers a project to have a significant shading impact if shadow-sensitive uses would be shaded by proposed development for more than four hours between 9:00 a.m. and 5:00 p.m. during the fall. As the Project would cast shadows on shade-sensitive uses surrounding the Project site for more than four hours during the fall, shading impacts would be significant.

With regard to cumulative shading impacts, Related Project No. 6, the Sunset & Gordon Mixed-use Project, is located immediately west of the Project site, west-southwest of the Bungalow Court building and the multi-family residential use north of the Bungalow Court. As such, Related Project No. 6 could cast a shadow on these uses. The Project would cast shadows on the Bungalow Court during the winter solstice, spring equinox, and fall equinox, and on the multi-family residential use north of the Bungalow Court during the winter solstice. Therefore, the Bungalow Court and the multi-family residential use north of the Bungalow Court would experience combined shadows from the Project and Related Project No. 6 which would be considered significant. Overall, the Project's contribution to shading impacts would be cumulatively considerable and cumulative shading impacts would occur.

As discussed above, Project-level and cumulative impacts with regard to shading would be significant. Due to site constraints, the Applicant has designed the Project in a manner that could achieve the proposed density, meet the Project objectives, and consider the Project's potential shading impacts. Nonetheless, shading impacts would remain significant. In addition, as evaluated in Section V, Alternatives, of the Draft EIR, altering the orientation of the building such that the tower portion of the building is situated north-south would not result in a reduced shadow pattern, and thus mitigation measures of that nature would be ineffective. Therefore, no feasible mitigation measures have been identified that would reduce the Project-level and cumulative impact with regard to shading to a less than significant level.

FINDING

In accordance with CEQA Guidelines Section 15091, the City finds that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the Project-level and cumulative significant shading impacts, as identified in the EIR. However, the Project may be considered to result in a significant and unavoidable impact on the environment under CEQA. Specific economic, legal, social, technological or other considerations make infeasible mitigation measures or project alternatives identified in the EIR.

b. Noise

i) On-Site Construction Noise

Potential construction related noise impacts at receptors R5 (represented by multi-family residences and outdoor landscaped plaza on Gordon Street, west of the Project site) and R7 (represented by Emerson College on the south side of Sunset Boulevard, southwest of the Project site) would be less than significant. However, the estimated construction noise levels at receptors R1 though R4 (represented by the Bungalow Court north of the Project site, multi-family residential use on Harold Way and the St. Moritz Hotel west of the Project site, and multi-

family residential use west and adjacent to the Project site) would exceed the significance threshold. The estimated construction noise levels at receptor R6 (represented by the commercial office and studio uses at the nearby Sunset Bronson Studios) would also exceed the significance threshold. However, the significance thresholds would not apply to receptor R6 as the office and studio uses represented by receptor R6 are not defined as noise sensitive uses by the L.A. CEQA Thresholds Guide. Notwithstanding, temporary noise impacts associated with the Project's on-site construction activities would be significant at certain receptor locations.

Implementation of Mitigation Measure G-1 (installation temporary sound barriers) would reduce Project and cumulative construction noise levels to the extent feasible. However, the temporary noise barrier would only be effective in reducing construction noise at the ground level, and would not be effective in reducing noise levels at the balconies at the apartment or hotel buildings at receptors R1, R2, and R3. Due to the height of the residential tower (where the residential balcony starts at the 5th level) adjacent to the Project site (receptor R4), there is no feasible noise barrier that would provide effective noise reduction. The estimated construction-related noise reductions attributable to Mitigation Measures G-2 and G-3, although not easily quantifiable, would also ensure that noise impacts associated with on-site construction activities would be reduced to the extent feasible. However, significant construction-related noise impacts would remain. Therefore, on-site construction noise impacts at the upper levels of receptors R2, R3, and R4 would be significant and unavoidable.

FINDING

The City finds that all feasible mitigation measures to substantially reduce or avoid the Project's contribution to on-site construction-related noise impacts have been incorporated into the Project (refer to Mitigation Measures G-1 through G-3). In accordance with CEQA Guidelines Section 15091, the City finds that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental impact of on-site construction noise, as identified in the EIR. However, while implementation of mitigation measures may reduce and possibly eliminate certain impacts, the Project may be considered to result in a significant and unavoidable impact on the environment under CEQA. Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

ii) On- and Off-Site Construction Vibration (human annoyance)

On-Site Construction Vibration

With regard to on-site construction vibration, the estimated ground-borne vibration levels from construction equipment would be below the significance threshold for human annoyance at five of the seven receptors, including R2, R3, R5, R6, and R7. However, the estimated vibration levels at receptors R1 and R4 would be above the 72 VdB significance threshold for residential use. Therefore, temporary vibration impacts on human annoyance due to on-site construction activities would be significant.

Mitigation measures considered to reduce vibration impacts with respect to human annoyance included the installation of a wave barrier, which is typically a trench or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, wave barriers must be very deep and long to be effective, and are not considered cost effective for temporary applications such as construction. In addition, constructing a wave barrier to reduce the Project's construction-related vibration impacts would, in and of itself, generate ground borne vibration from the excavation equipment. Thus, it is concluded that there are no feasible mitigation measures that could be implemented to reduce the vibration impacts associated with human annoyance to a less-than-significant level. Therefore, Project-level vibration impacts from on-site construction activities with respect to human annoyance would be significant and unavoidable. Impacts would be temporary, intermittent, and limited to daytime hours when large construction equipment (e.g., large bulldozer) is operating within 80 feet of a sensitive receptor.

Off-Site Construction Vibration

With regard to off-site construction vibration, the estimated vibration level generated by haul trucks within 20 feet of the residential and/or hotel uses along Bronson Avenue and Sunset Boulevard could reach approximately 75 VdB periodically as trucks pass sensitive receptors, therefore potentially exceeding the human annoyance significance threshold of 72 Vdb for sensitive uses. Therefore, potential impacts associated with off-site vibration from haul trucks traveling along the designated haul routes would be significant with respect to human annoyance.

There are no feasible mitigation measures that would reduce the potential vibration human annoyance impacts. Therefore, Project-level vibration impacts from off-site construction haul trucks with respect to human annoyance would be significant and unavoidable. Impacts would be temporary, intermittent, and limited to during daytime hours when the haul truck is traveling within 20 feet of a sensitive receptor.

FINDING

The City finds that all feasible mitigation measures to substantially reduce or avoid the Project's contribution to construction vibration impacts have been incorporated into the Project (refer to Mitigation Measure G-4). In accordance with CEQA Guidelines Section 15091, the City finds that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental impact of onsite construction noise, as identified in the EIR. However, while implementation of mitigation measures may reduce and possibly eliminate certain impacts, the Project may be considered to result in a significant and unavoidable impact on the environment under CEQA. Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

iii) Cumulative Construction Noise and Vibration

On-Site Construction Noise

Noise from construction of development projects is typically localized and has the potential to affect areas immediately within 500 feet from the construction site. Thus, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located midway between the two construction sites. While the majority of the related projects are located a substantial distance from the Project site, there are four related projects within 1,000 feet of the Project site, including Related Project No. 6, Related Project No. 23, Related Project No. 50, and Related Project No. 5. Based on the proximity of the related projects to the Project site, cumulative noise impacts at the sensitive uses (residential and hotel) located between the Project site and the Related Project No. 5 site could occur. Related Project No. 5 would also comply with the time restrictions and other relevant provisions in the LAMC. In addition, noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with locally adopted and enforced noise ordinances.

The mitigation measures specified for Related Project No. 5 and for the Project would reduce the construction noise contributions in the vicinity of the St. Moritz hotel to approximately 55 dBA and 60 dBA, respectively. Therefore, after implementation of mitigation measures, the cumulative noise level in the vicinity of the St. Moritz hotel would be 61.2 dBA, which would be just below the 61.3 dBA significance threshold. Nonetheless, even with proposed mitigation measures, if nearby Related Project No. 5 were to be constructed concurrently with the Project, it is conservatively concluded that significant cumulative construction noise impacts from on-site construction activities could result.

Off-Site Construction Noise

Off-site construction haul trucks would have a potential to result in cumulative impacts if the haul trucks for the related projects and the Project utilize the same haul routes. Cumulative noise impacts from haul trucks along Sunset Boulevard and Hollywood Boulevard could be significant if the total haul trucks were to exceed 88 trucks per hour. The estimated noise level from 88 truck trips per hour would be 73.4 dBA along the haul routes, which would exceed the significance thresholds along Hollywood Boulevard and Sunset Boulevard. Similarly, if the haul truck trips from the related projects and the Project simultaneously utilize Bronson Avenue (between Hollywood Boulevard and Sunset Boulevard) and together exceed 45 trips per hour, significant cumulative construction noise impacts could occur at the residences along Bronson Avenue. Therefore, it is conservatively concluded that the cumulative noise impacts from off-site haul trucks would be significant.

Off-Site Construction Vibration (human annovance)

Vibration levels generated by haul trucks would exceed the significance threshold for human annoyance at sensitive receptors along Bronson Avenue and Sunset Boulevard, resulting in significant Project-level and cumulative construction vibration impacts with respect to human annoyance.

FINDING

The City finds that all feasible mitigation measures to substantially reduce or avoid the Project's incremental contribution to on-site construction-related cumulative noise impacts, off-site construction-related cumulative noise impacts, and off-site construction-related cumulative vibration impacts have been incorporated into the Project (refer to Mitigation Measures G-1 through G-4). In accordance with CEQA Guidelines Section 15091, the City finds that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental impact of on-site construction noise, as identified in the EIR. However, while implementation of mitigation measures may reduce and possibly eliminate certain impacts, the Project may be considered to result in a significant and unavoidable impact on the environment under CEQA. Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

c. Traffic, Access, and Parking

i) Construction – Temporary Traffic Impacts

While construction activities are expected to be primarily contained within the Project site boundaries, adjacent to the Project site, the curb lanes on Bronson Avenue and Sunset Boulevard would be used intermittently throughout the construction period for equipment staging, concrete pumping, etc. In addition, it is expected that construction fences could encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the Project site. Under Existing with Project Construction Conditions, the intersection nearest the

Project site, Intersection No. 8: Bronson Avenue and Sunset Boulevard, is expected to operate at LOS C during both the a.m. and p.m. peak hours. Under Future with Project Construction Conditions, Intersection No. 8 is expected to operate at LOS F during the a.m. peak hour and LOS E during the p.m. peak hour. Therefore, the proposed lane closures would result in a temporary significant impact at the intersection of Bronson Avenue and Sunset Boulevard during the morning and afternoon peak hours. Thus, the Project would result in a temporary, but significant, traffic impact during construction.

Mitigation Measure H-1 would require the preparation and implementation of a Construction Management Plan that would include temporary traffic controls to direct traffic around any closures and reduce traffic impacts in the study area associated with construction of the Project. While implementation of Mitigation Measure H-1 would reduce construction-related traffic impacts, the Project's significant construction-related traffic impact with respect to lane closures would not be fully mitigated and would be significant and unavoidable.

FINDING

The City finds that all feasible mitigation measures to substantially reduce or avoid the Project's contribution to construction-related traffic impacts have been incorporated into the Project (refer to Mitigation Measure H-1). In accordance with CEQA Guidelines Section 15091, the City finds that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental impact associated with construction traffic, as identified in the EIR. However, while implementation of mitigation measures may reduce and possibly eliminate certain impacts, the Project may be considered to result in a significant and unavoidable impact on the environment under CEQA. Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

ii) Intersection Levels of Service

Existing Plus Project Conditions

The 14 signalized intersections and the four unsignalized intersections studied are projected to operate at LOS D or better during both the morning and afternoon peak periods under Existing Plus Project Conditions. However, the addition of Project traffic to two of the signalized intersections would result in a change to the volume-to-capacity ratio that would exceed the significance thresholds. The following are those intersections where significant impacts would occur under Existing Plus Project Conditions:

- Intersection No. 2: Bronson Avenue and Hollywood Boulevard (P.M. peak period)
- Intersection No. 8: Bronson Avenue and Sunset Boulevard (P.M. peak period)

With implementation of the mitigation measures included below, impacts to these two intersections would be reduced. However, those impacts would not be fully mitigated under Existing Plus Project Conditions and would therefore be significant and unavoidable.

Future Plus Project Conditions

Six of the 14 signalized study intersections and the four unsignalized intersections are projected to operate at LOS D or better during both the morning and afternoon peak periods under Future Plus Project Conditions. The remaining eight signalized study intersections are projected to operate at LOS E or F during at least one of the peak hours. The addition of Project traffic to four of the signalized intersections would result in a change to the volume-to-capacity ratio that would exceed the significance thresholds. The following are

those intersections where significant impacts would occur under Future Plus Project Conditions:

- Intersection No. 4: US-101 Northbound Ramps and Hollywood Boulevard (a.m. and p.m. peak period)
- Intersection No. 7: Gower Street and Sunset Boulevard (p.m. peak period)
- Intersection No. 8: Bronson Avenue and Sunset Boulevard (a.m. and p.m. peak period)
- Intersection No. 9: Van Ness Avenue and Sunset Boulevard (a.m. and p.m. peak period)

With implementation of mitigation, the Project's potentially significant traffic impacts at Intersection No. 7: Gower Street and Sunset Boulevard (p.m. peak period) and Intersection No. 8: Bronson Avenue and Sunset Boulevard (morning peak period) would be reduced to a less-than-significant level. In addition, with the implementation of the proposed mitigation, significant traffic impacts would be reduced at Intersection No. 4: US-101 Northbound Ramps and Hollywood Boulevard (both the a.m. and p.m. peak period), Intersection No. 8: Bronson Avenue and Sunset Boulevard (the p.m. peak period), and at Intersection No. 9: Van Ness Avenue and Sunset Boulevard (both the a.m. and p.m. peak period). However, those significant impacts would not be reduced to a less-than-significant level. As such, Project-level and cumulative traffic impacts under Future Plus Project Conditions at those three intersections would be significant and unavoidable.

FINDING

The City finds that all feasible mitigation measures to substantially reduce or avoid the Project's operation-related intersection traffic impacts have been incorporated into the Project (refer to Mitigation Measures H-2 and H-3). In accordance with CEQA Guidelines Section 15091, the City finds that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental impact associated with construction traffic, as identified in the EIR. However, while implementation of mitigation measures may reduce and possibly eliminate certain impacts, the Project may be considered to result in a significant and unavoidable impact on the environment under CEQA. Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

iii) Residential Street Segments

Under the Existing Plus Project Condition, the Project is anticipated to add approximately 494 daily trips along the Harold Way segment. This increase in trips along Harold Way would result in a 37 percent change in the average daily traffic (ADT). Thus, based on the significance threshold, under the Existing Plus Project Condition, the Project would result in a significant impact on the residential street segment prior to mitigation. Under the Future Plus Project Condition, approximately 2,845 trips would occur along the Harold Way street segment, resulting in a 21 percent change in the ADT. Thus, based on the significance thresholds, under the Future Plus Project Condition, the Project would result in a significance in the significance of the segment prior to mitigation.

Implementation of Mitigation Measure H-4 would reduce the Project's significant impacts on Harold Way to a less-than-significant level. However, based on each community's preferences, traffic calming measures can sometimes be considered undesirable to a neighborhood as they may alter the neighborhood's character or annoy residents (e.g., having to stop at multiple intersections, reduced lanes, etc.). Therefore, the implementation of Mitigation Measure H-4 must have the support of a majority of the affected residents on Harold Way or the neighborhood traffic calming measures identified therein would be deemed infeasible under LADOT policy and would not be imposed. Given that the outcome of such a vote is uncertain, it is unknown whether the proposed traffic calming improvements would be implemented to mitigate the identified significant impact on Harold Way. If a majority of Harold Way residents do not support Mitigation Measure H-4, the Project's residential street segment impact on Harold Way would be considered significant and unavoidable.

FINDING

The City finds that all feasible mitigation measures to substantially reduce or avoid the Project's contribution to operation-related residential street segment traffic impacts have been incorporated into the Project (refer to Mitigation Measure H-4 above). In accordance with CEQA Guidelines Section 15091, the City finds that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental impact associated with construction traffic, as identified in the EIR. However, while implementation of mitigation measures may reduce and possibly eliminate certain impacts, the Project may be considered to result in a significant and unavoidable impact on the environment under CEQA. Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

iv) Cumulative

Construction

The related projects are dispersed throughout the Project site area and would draw upon a workforce from all parts of the Los Angeles region. Many, and likely most, of the construction workers are anticipated to arrive and depart the individual construction sites during off-peak hours (i.e., arrive prior to 7:00 a.m. and depart between 3:00 p.m. to 4:00 p.m.), thereby avoiding construction related trips during the a.m. and p.m. peak traffic periods. In addition, the haul truck routes for the related projects would be approved by LADOT and/or the Department of Building and Safety according to the location of the individual construction site and the ultimate destination. The City's established review process would take into consideration overlapping construction projects and would balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. Nonetheless, the potential exists for the construction-related activities and/or haul routes of the Project and the related projects to overlap, particularly with respect to related projects west of the Project site that travel east along Sunset Boulevard and Hollywood Boulevard to access the US-101 Freeway. In addition, other nearby related projects could require lane closures during construction, including along Sunset Boulevard, similar to the Project. As discussed above, the Project would result in a temporary significant impact at the intersection of Bronson Avenue and Sunset Boulevard during the morning and afternoon peak hours associated with the proposed lane closures. Therefore, cumulative traffic impacts during construction, including potential impacts associated with lane closures, are concluded to be significant.

Intersection Levels of Service

Under cumulative conditions (Future Plus Project Conditions), the Project would result in impacts to four of the 14 signalized intersections. Therefore, the Project's contribution to impacts that would occur under the future cumulative conditions would be considerable, and

cumulative impacts would be significant at those intersections impacted by the Project. As discussed above, the proposed mitigation would reduce several of the significant impacts to less-than-significant levels, but some of the intersection impacts would remain significant and unavoidable.

Residential Street Segments

Under cumulative conditions (Future Plus Project Conditions), the Project would result in a significant impact on the Harold Way street segment. Therefore, the Project's contribution to impacts that would occur under the future cumulative conditions would be considerable, and cumulative impacts regarding the Harold Way street segment would be significant.

FINDING

The City finds that all feasible mitigation measures to substantially reduce or avoid the Project's incremental contribution to construction and operation-related cumulative traffic impacts have been incorporated into the Project (refer to Mitigation Measures H-1 through H-4 above). In accordance with CEQA Guidelines Section 15091, the City finds that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental impact associated with construction traffic, as identified in the EIR. However, while implementation of mitigation measures may reduce and possibly eliminate certain impacts, the Project may be considered to result in a significant and unavoidable impact on the environment under CEQA. Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

4. Significant Irreversible Environmental Changes

As stated in CEQA Guidelines Section 15126.2(c), "[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

The Project would necessarily consume limited, slowly renewable, and non-renewable resources, resulting in irreversible environmental changes. This consumption would occur during construction of the Project and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials and associated solid waste disposal effects on landfills; (2) water; and (3) energy resources (e.g., fossil fuels) for electricity, natural gas, and transportation and the associated impacts related to air quality.

With regard to building materials and associated solid waste disposal effects on landfills, construction of the Project would require consumption of resources that do not replenish themselves or which may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), and petrochemical construction materials (e.g., plastics). During construction of the Project, a minimum of 50 percent of the non-hazardous demolition and construction debris would be recycled and/or salvaged for reuse in compliance with the requirements of the City of Los Angeles Green Building Code. In addition, during operation, the Project would provide

designated recycling areas to facilitate recycling within the building. Thus, the consumption of non-renewable building materials such as lumber, aggregate materials, and plastics would be reduced.

As it relates to the consumption of water resources, the water demand generated by construction activities for the Project would be substantially less than the net new water consumption of the Project at buildout, and would be temporary in nature. In addition, the Project's operational water demand would fall within the projected water supplies for normal, single-dry, and multiple-dry years, and LADWP would be able to meet the water demand for the Project in addition to the existing and planned water demands of its future service area. Furthermore, pursuant to Project Design Feature I-1, the Project would implement a variety of water conservation features including, but not limited to, the use of: high-efficiency irrigation systems, centralized and weather-responsive irrigation controls, native/adapted/drought tolerant plants, individual metering and billing for water use, and high-efficiency plumbing fixtures. Thus, as evaluated in Section IV.I, Water Supply, of the Draft EIR, while Project operation would result in the irreversible consumption of water, the Project would not result in a significant impact related to water supply.

With regard to energy consumption and air quality, during ongoing operation of the Project, nonrenewable fossil fuels would represent the primary energy source, and thus the existing finite supplies of these resources would be incrementally reduced. Fossil fuels, such as diesel, gasoline, and oil, would also be consumed in the use of construction vehicles and equipment. Construction activities for the Project would not require the consumption of natural gas, but would require the use of fossil fuels and electricity. As the consumption of fossil fuels would occur on a temporary basis during construction, impacts related to the construction consumption of fossil fuels would be less than significant. Furthermore, the Project's increase in electricity and natural gas demand during operation would be within the anticipated service capabilities of the LADWP and the Southern California Gas Company, respectively. In addition, the estimated net new electrical and natural gas consumption are conservative estimates and do not factor in reductions in consumption from the implementation of energy conservation features. Specifically, the Project would comply with the City's Green Building Ordinance and new buildings and infrastructure would be designed to be environmentally sustainable and to achieve the standards of the Silver Rating under the U.S. Green Building Council's Leadership in Energy Efficiency and Design (LEED®) green building program or equivalent green building standards. Therefore, with the implementation of energy conservation features, energy would not be used in a wasteful manner and long-term impacts associated with the consumption of fossil fuels would not be significant.

Regarding environmental hazards, construction of the Project would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. Additionally, the limited use of potentially hazardous materials such as typical cleaning agents and pesticides for landscaping during Project operation would be used and contained on-site. These hazardous materials would be used, handled, stored, and disposed of in accordance with manufacturer's instructions and applicable government regulations and standards. Compliance with these regulations and standards would serve to protect against significant and irreversible environmental change resulting from the accidental release of hazardous materials.

Based on the above, Project construction and operation would require the irretrievable commitment of limited, slowly renewable, and non-renewable resources, which would limit the availability of these resources and the Project site for future generations or for other uses. However, the consumption of such resources would not be considered substantial and would be consistent with regional and local growth forecasts and development goals for the area. The loss of such resources would not be highly accelerated when compared to existing conditions and such resources would not be used in a wasteful manner. Therefore, although irreversible

environmental changes would result from the Project, such changes are concluded to be less than significant.

5. Growth-Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines requires that growth-inducing impacts of a project be considered in a Draft EIR. Growth-inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to the CEQA Guidelines, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a waste water treatment plant that, for example, may allow for more construction in service areas). In addition, as set forth in the CEQA Guidelines, increases in the population may tax existing community service facilities, thus requiring construction of new facilities that could cause significant environmental effects. The CEQA Guidelines also require a discussion of the characteristics of projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Finally, the CEQA Guidelines state that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment. Growth can be induced or fostered as follows: direct growth associated with a project or indirect growth created by either the demand not satisfied by a project or the creation of surplus infrastructure not utilized by a project.

Because the Project would not include any new residential development, it would not result in direct population growth. However, the Project would have the potential to generate indirect population growth in the Project vicinity as a result of the new employees generated by the Project.

With regard to construction, construction workers would not be anticipated to relocate their households' places of residence as a direct consequence of working on the Project as the work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Therefore, given the availability of construction workers, the Project would not be considered growth inducing from a short-term employment perspective, but rather the Project would provide a public benefit by providing new employment opportunities during the construction period.

With regards to operation of the Project, the proposed retail use would include a range of fulltime and part-time positions that are typically filled by persons already residing in the vicinity of the workplace, and who generally do not relocate their households due to such employment opportunities. As such, the retail component of the Project would be unlikely to create an indirect demand for additional housing or households in the area. Additionally, while the jobs associated with the office use may also be filled to some extent by employees already residing in the vicinity of the Project site, it is also possible that some of these jobs would be filled by persons moving into the surrounding area, and housing demand associated with the Project could increase. However, it is anticipated that some of this demand would be filled by thenexisting vacancies in the housing market, and some from other new units in nearby developments. Therefore, given that the Project would not directly contribute to population growth in the Project area and as some of the employment opportunities generated by the Project would be filled by people already residing in the vicinity of the Project site, the potential growth associated with Project employees who may relocate their place of residence would not be substantial. As such, the Project would not result in a notable increase in demand for new housing, and any new demand, should it occur, would be minor in the context of forecasted growth for the City of Los Angeles or the Hollywood Community Plan area.

Additionally, while the Project may require local infrastructure upgrades to maintain and improve water, sewer, electricity, and natural gas lines on-site and in the immediate vicinity of the Project site, such improvements would be intended primarily to meet Project-related demand, and would not necessitate regional utility infrastructure improvements that have not otherwise been accounted for and planned for on a regional level. In addition, all roadway improvements planned for the Project or as mitigation are intended to provide for better circulation flows within the Project site and the immediate Project vicinity, and would not open any large undeveloped areas for new use.

Overall, the Project would be consistent with the growth forecast for the City of Los Angeles Subregion, and would be consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of vehicle miles traveled. Therefore, growth-inducing impacts would be less than significant.

6. Alternatives

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that could substantially reduce or avoid the significant impacts of a project while also meeting the project's basic objectives. An EIR must identify ways to substantially reduce or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1). Accordingly, the discussion of alternatives shall focus on alternatives to a project or its location which are capable of avoiding or substantially reducing any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. The alternative analysis included in the Draft EIR, therefore, identified a reasonable range of project alternatives focused on avoiding or substantially reducing the Project's significant impacts.

7. Alternatives Rejected as Being Infeasible

Section 15126.6(c) of the CEQA Guidelines requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible, and briefly explain the reasons underlying the lead agency's determination. According to the CEQA Guidelines, among the factors that may be used to eliminate an alternative from detailed consideration are the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives to the Project that have been considered and rejected as infeasible include the following.

a. Alternatives to Eliminate Significant Noise and Vibration Impacts During Construction: Alternatives were considered to eliminate the significant short-term Projectlevel and cumulative construction noise impacts. As discussed in Section IV.G, Noise, of the Draft EIR, significant noise and vibration impacts would occur during Project construction for limited durations from the operation of construction equipment and haul trucks. Based on the thresholds upon which the construction noise and vibration analysis is based, a substantial reduction in the intensity of construction activities would be necessary to reduce construction-related impacts to a less-than-significant level. In addition, significant construction noise and vibration impacts within the Project site would be expected to occur with any reduced development scenario because construction activities, and the need to grade and excavate the Project site, are inherently disturbing. Also, the Project site is an infill site with existing uses on the north and west property lines. Thus, reducing temporary construction noise and vibration impacts, below a level of significance, at adjacent uses is technologically problematic. Furthermore, any reduction in the intensity of construction activities would actually increase the overall duration of the construction period. Therefore, alternatives to eliminate the Project's short-term noise and vibration impacts during construction were rejected as infeasible.

b. Alternative Project site: The Applicant already owns the Project site and its location is conducive to the development of a vertically-integrated media campus style project. The Project site is located on Sunset Boulevard at a "gateway" area into Hollywood. There are several other entertainment-related uses in the immediate vicinity, including Sunset Bronson Studios, Sunset Gower Studios, and Technicolor. These uses make the Project site particularly suitable for development of an innovative project that can attract additional entertainment and media tenants to this location. In addition, the Applicant does not own or control another vacant property fronting Sunset Boulevard and of a comparable size within Hollywood that could be developed with a similar proposed structure and uses in the same vicinity of the Project site. Other properties owned by the Applicant and located in the same general area are already developed or entitled for future development. Further, the Applicant cannot reasonably acquire, control or access an alternative site in a timely fashion that would result in implementation of a project with similar uses and square footage. Additionally, it would be expected that if development of the Project were to occur at an alternative site within Hollywood, the significant and unavoidable cumulative impacts associated with construction noise, traffic noise, and traffic would also occur. Also, development of the Project at an alternative site could potentially produce other environmental impacts (considering the mixes of uses in the Hollywood area) that would otherwise not occur at the current Project site. If an alternative site that could accommodate the Project could be found, development on such a site could result in greater environmental impacts when compared with the Project. Therefore, an alternative site is not considered feasible as the Applicant does not own another vacant site, and an alternative site would likely fail to achieve the underlying purpose and objectives of the Project. In addition, an alternative site would likely not avoid the Project's significant impacts. Thus, this alternative was rejected from further consideration.

In conclusion, the City rejects each of the alternatives above as being infeasible, due either to not meeting the project objectives, potentially generating greater impacts than would the Project, and/or not reducing significant impacts associated with the Project.

8. Alternatives Analyzed in the Draft EIR

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that could substantially reduce or avoid the significant impacts of a project while also meeting a project's basic objectives.

The City Council finds that given the potential impacts of the Project, the EIR considered a reasonable range of alternatives to the Project to provide informed decision-making in accordance with Section 15126.6 of the State CEQA Guidelines.

a. Alternative 1: No Project/No Build Alternative

Alternative 1, No Project/No Build Alternative assumes that the Project would not be approved and no new development would occur within the Project site, with the exception of routine interior and exterior improvements constructed as part of on-going business activities. Thus, the physical conditions of the Project site would generally remain as they are today with the Project site continuing to operate as a surface parking lot.

No new development would occur under the No Project/No Build Alternative and the Project site would continue to operate as a surface parking lot. As such, Alternative 1 would not meet the underlying purpose of the Project or the Project objectives. Specifically, Alternative 1 would not:

- Provide office space with large open floor plates, high ceilings, and a combination of indoor and outdoor spaces to meet the demand for creative work spaces that encourage collaboration and productivity;
- Provide a vertical campus environment in an urbanized setting that creates employment options for a rapidly growing neighborhood residential population and promotes a work destination that is easily accessible through public transportation;
- Maximize the value of the underutilized site through replacement of a surface parking lot with a mix of new office and community serving retail uses consistent with anticipated market demands;
- Design and construct a creative office building with the integrated density, infrastructure, parking, and technology sufficient to attract top-tier entertainment and media companies to Hollywood;
- Develop an aesthetically unique office building within a constrained urban site;
- Design and construct an economically-viable project capable of attracting highquality media and creative office tenants to a key corridor in Hollywood;
- Revitalize an existing commercial area through the development of Class A creative office space that would strengthen Hollywood's economic vitality by attracting new, high skilled workers and new economy media, entertainment and technology businesses back to Hollywood;
- Create a prominent vertical-campus development that locates high-density commercial uses along Sunset Boulevard and utilizes the Project site location to establish a visual and symbolic gateway into Hollywood;
- Provide a pedestrian-oriented development that improves pedestrian experiences along Sunset Boulevard;
- Develop a high-density mixed-use building along a major thoroughfare, where density is encouraged by sustainable urban planning principles, and utilize the strategic location of the site near traditional and mass transit to implement density; or
- Create a dynamic and economically viable project with sufficient office square footage and density to facilitate a healthy job-housing balance in the Hollywood area.

As Alternative 1 would not involve any construction, the Project's objectives to provide adequate and safe parking that satisfies anticipated demand on the Project site with direct access to the office and retail uses and to provide a building design that allows for the use of energy-efficient technology, thereby reducing the overall reliance on energy for lighting and cooling would not apply.

Overall, the No Project/No Build Alternative would not meet the Project's underlying purpose to provide a vertical creative office campus for growing innovative media, entertainment, and technology companies looking to locate businesses within the Hollywood community, or any of the Project objectives.

As set forth in Section V, Alternatives, of the Draft EIR, the No Project/No Build Alternative would avoid all of the Project-level and cumulative significant environmental impacts, including impacts related to shading, noise and vibration during construction, and traffic during construction and operation. Alternative 1 would also reduce all of the Project's less-than-significant impacts.

b. Alternative 2: Rotated Tower Design Alternative

The Rotated Tower Design Alternative would develop the same components as the Project. However, the tower portion of the proposed building would be modified. Specifically, the tower portion of the building above the above-grade parking levels would be rotated so that this portion of the building is on a north-south axis rather than on an east-west axis as proposed by the Project. The landscaped courtyards proposed within some of the office levels would also be rotated such that the courtyards are located along the west portion of the building. Under the Rotated Tower Design Alternative, the building height would be similar to the building height under the Project and would reach a maximum height of 260 feet. Architectural elements, lighting and signage, and access to and within the Project site would also be similar to that of the Project. In addition, the amount of grading and overall construction duration under the Rotated Tower Design Alternative would be similar to that of the Project.

The types and amounts of uses proposed under the Rotated Tower Design Alternative would be the same as under the Project. As such, this Alternative would meet the Project's underlying purpose to provide a vertical creative office campus for growing innovative media, entertainment, and technology companies looking to locate businesses within the Hollywood community to the same extent as the Project. This Alternative would also achieve all of the Project objectives that support this underlying purpose. Specifically, as Alternative 2 would include the same amount of office and retail space within a similarly designed mixed-use building, this Alternative would meet the following Project objectives to the same extent as the Project.

- Provide office space with large open floor plates, high ceilings, and a combination of indoor and outdoor spaces to meet the demand for creative work spaces that encourage collaboration and productivity;
- Provide a vertical campus environment in an urbanized setting that creates employment options for a rapidly growing neighborhood residential population and promotes a work destination that is easily accessible through public transportation;
- Maximize the value of the underutilized site through replacement of a surface parking lot with a mix of new office and community serving retail uses consistent with anticipated market demands;
- Design and construct a creative office building with the integrated density, infrastructure, parking, and technology sufficient to attract top-tier entertainment and media companies to Hollywood;
- Develop an aesthetically unique office building within a constrained urban site;
- Design and construct an economically-viable project capable of attracting highquality media and creative office tenants to a key corridor in Hollywood;
- Revitalize an existing commercial area through the development of Class A creative office space that would strengthen Hollywood's economic vitality by attracting new, high skilled workers and new economy media, entertainment and technology businesses back to Hollywood;
- Create a prominent vertical-campus development that locates high-density commercial uses along Sunset Boulevard and utilizes the Project site location to establish a visual and symbolic gateway into Hollywood;
- Provide a building design that allows for the use of energy-efficient technology, thereby reducing the overall reliance on energy for lighting and cooling;
- Develop a high-density mixed-use building along a major thoroughfare, where density is encouraged by sustainable urban planning principles, and utilize the strategic location of the site near traditional and mass transit to implement density; and
- Create a dynamic and economically viable project with sufficient office square footage and density to facilitate a healthy job-housing balance in the Hollywood area.

In addition, as Alternative 2 would provide for the same streetscape improvements and landscaped courtyards as the Project, the Rotated Tower Design Alternative would also achieve the Project objective to provide a pedestrian-oriented development that improves pedestrian experiences along Sunset Boulevard. Lastly, Alternative 2 would

also provide adequate and safe parking that satisfies anticipated demand on the Project site with direct access to the office and retail uses.

As set forth in Section V, Alternatives, of the Draft EIR, the Rotated Tower Design Alternative would be similar to the Project for all issues except aesthetics, views, shading, land use, and operational noise. Specifically, impacts regarding aesthetics and land use during operation of this Alternative would be greater compared to the Project due to the placement of the tallest portion of the building closer to the low-rise multifamily residential uses to the north. However, such impacts would remain less than significant. The Project's less-than-significant operational impacts related to views would be reduced as this Alternative would improve potential long-range views of the Hollywood Hills, the Hollywood Sign, and the Griffith Observatory to the north and east. With regard to shading, this Alternative would reduce, but not eliminate, the Project's significant shading impacts during the winter. This Alternative would also reduce the Project's less-than-significant shading impacts during the summer. However, shading impacts during the spring and fall would be greater under this Alternative. Therefore, overall shading impacts under this Alternative would be similar to the Project. Lastly, as it pertains to noise. Alternative 2 would result in a new significant impact regarding operational noise at receptor R4 from use of the landscaped courtyards. Therefore, operational noise impacts associated with use of the landscaped courtvards would be significant and would be greater under this Alternative. Impacts associated with the remaining environmental issues would be similar to the Project.

c. Alternative 3: Reduced Density (3.0:1 FAR) Mixed-Use Alternative

The Reduced Density (3.0:1 FAR) Mixed-Use Alternative would develop the Project site similar to the Project, although the proposed office and retail uses would be reduced. Specifically, under this Alternative, the proposed office use would be reduced from approximately 274,000 square feet to 176,600 square feet and the proposed retail use would be reduced from approximately 26,000 square feet to 25,511 square feet. As with the Project, the uses proposed under the Reduced Density (3.0:1 FAR) Mixed-Use Alternative would be provided within one building. Given the reduction in the office and retail uses as compared to the Project, the building height would be reduced under this Alternative from approximately 260 feet to 180 feet.

The retail use proposed under this Alternative would be provided at the street level with up to five levels of above-grade parking above the retail use and up to two subterranean parking levels below the retail use. The subterranean parking garage (two subterranean levels) would extend to a depth of approximately 21 feet below the existing ground surface. Similar to the Project, the office use would be provided above the above-grade parking levels. Overall, the Reduced Density (3.0:1 FAR) Mixed-Use Alternative would comprise approximately 202,111 square feet of new floor area; a reduction of approximately 97,889 square feet of floor area compared to the Project. Accordingly, the floor area ratio (FAR) for the Project site would be reduced from 4.5:1 to 3.0:1 under this Alternative.

Based on the proposed development under this Alternative, the amount of construction activities, including excavation, would be reduced compared to that evaluated for the Project. Specifically, the amount of soil required to be exported for this Alternative would be reduced from approximately 82,300 cubic yards as evaluated for the Project to approximately 67,200 cubic yards, or a reduction of approximately 15,100 cubic yards.

Architectural elements, lighting, and signage under this Alternative would be similar to that of the Project. This Alternative would also include the same landscaping enhancements along Sunset Boulevard and Bronson Avenue and the proposed landscaped courtyards along some of the office levels.

Overall, the Reduced Density (3.0:1 FAR) Mixed-Use Alternative represents a reduced scope of development compared to the Project. Therefore, this Alternative would not achieve some of the Project objectives to the same extent as the Project. Specifically, with the reduced office space and associated reduction in business and employment opportunities, Alternative 3 would not achieve the following objectives to the same extent as the Project:

- Maximize the value of the underutilized site through replacement of a surface parking lot with a mix of new office and community serving retail uses consistent with anticipated market demands;
- Design and construct a creative office building with the integrated density, infrastructure, parking, and technology sufficient to attract top-tier entertainment and media companies to Hollywood;
- Design and construct an economically-viable project capable of attracting highquality media and creative office tenants to a key corridor in Hollywood;
- Develop a high-density mixed-use building along a major thoroughfare, where density is encouraged by sustainable urban planning principles, and utilize the strategic location of the site near traditional and mass transit to implement density; or
- Create a dynamic and economically viable project with sufficient office square footage and density to facilitate a healthy job-housing balance in the Hollywood area.
- Create a prominent vertical campus development that locates high-density commercial uses along Sunset Boulevard and utilizes the Project site location to establish a visual and symbolic gateway into Hollywood to the same extent as the Project.

However, this Alternative would meet the following objectives:

- Revitalize an existing commercial area through the development of Class A creative office space that would strengthen Hollywood's economic vitality by attracting new, high skilled workers and new economy media, entertainment and technology businesses back to Hollywood;
- Provide office space with large open floor plates, high ceilings, and a combination of indoor and outdoor spaces to meet the demand for creative work spaces that encourage collaboration and productivity;
- Provide a vertical campus environment in an urbanized setting that creates employment options for a rapidly growing neighborhood residential population and promotes a work destination that is easily accessible through public transportation;
- Develop an aesthetically unique office building within a constrained urban site; and create a prominent vertical campus development that locates commercial uses along Sunset Boulevard and utilizes the Project site location to establish a visual and symbolic gateway into Hollywood;
- Provide a pedestrian-oriented development that improves pedestrian experiences along Sunset Boulevard; and
- Provide adequate and safe parking that satisfies anticipated demand on the Project site with direct access to the office and retail uses and provide a building design that allows for the use of energy-efficient technology, thereby reducing the overall reliance on energy for lighting and cooling.

Overall, this alternative would not satisfy several of the key project objectives related to locating density along thoroughfares where urban planning policy indicates that high-density uses are appropriate. This Alternative would also not achieve the Project's underlying purpose to provide an economically-viable vertical high-density office campus for innovative media, entertainment, and technology companies looking to locate businesses within

strategic locations in the Hollywood community. This Alternative therefore does not satisfy the objectives to the same extent as the Project.

As set forth in Section V, Alternatives, of the Draft EIR, the Reduced Density (3.0:1 FAR) Mixed-Use Alternative would reduce but would not eliminate the Project's significant environmental impacts related to shading, noise and vibration (human annoyance) during construction, and traffic during construction and operation (intersections and residential street segments). Additionally, this Alternative would reduce many of the Project's lessthan-significant and less-than-significant with mitigation impacts, including impacts associated with aesthetics; views; light and glare; air quality during construction and operation; greenhouse gas emissions; cultural resources; geology and soils; land use; noise; water supply; and energy resources. Other impacts related to traffic (access and circulation, parking, etc.) would be similar to those of the Project.

d. Alternative 4: Office Use Only (4.5:1 FAR) Alternative

As with the Project, the Office Use Only (4.5:1 FAR) Alternative would replace the existing surface parking lot on the Project site and develop an 18-story building. However, this Alternative would not provide for the mix of office and retail uses proposed under the Project that would together comprise 300,000 square feet of floor area. The Office Use Only (4.5:1 FAR) Alternative would instead develop the proposed 300,000 square feet of floor area for office use only. Under the Office Use Only (4.5:1 FAR) Alternative, the building height would be similar to the building height under the Project and would reach a maximum height of 260 feet. In addition, as this Alternative would develop the same amount of floor area, this Alternative would have a corresponding FAR of 4.5:1, similar to the Project. Architectural elements, lighting and signage, landscaping elements, and access to and within the Project site would also be similar to that of the Project. In addition, the amount of grading and overall construction duration under the Office Use Only (4.5:1 FAR) Alternative would be similar to that of the Project.

The Office Use Only (4.5:1 FAR) Alternative would not provide for the mix of uses proposed for the Project. Therefore, this Alternative would not achieve the Project's underlying purpose and some of the Project objectives to the same extent as the Project. Specifically, by providing only office uses, Alternative 4 would not achieve the following objectives to the same extent as the Project:

- Maximize the value of the underutilized site through replacement of a surface parking lot with a mix of new office and community serving retail uses consistent with anticipated market demands;
- Develop a high-density mixed-use building along a major thoroughfare, where density is encouraged by sustainable urban planning principles, and utilize the strategic location of the site near traditional and mass transit to implement density.

However, this Alternative would meet the following Project objectives:

- Provide office space with large open floor plates, high ceilings, and a combination of indoor and outdoor spaces to meet the demand for creative work spaces that encourage collaboration and productivity;
- Provide a vertical campus environment in an urbanized setting that creates employment options for a rapidly growing neighborhood residential population and promotes a work destination that is easily accessible through public transportation;

- Design and construct a creative office building with the integrated density, infrastructure, parking, and technology sufficient to attract top-tier entertainment and media companies to Hollywood;
- Design and construct an economically-viable project capable of attracting highquality media and creative office tenants to a key corridor in Hollywood;
- Develop an aesthetically unique office building within a constrained urban site;
- Revitalize an existing commercial area through the development of Class A creative office space that would strengthen Hollywood's economic vitality by attracting new, high skilled workers and new economy media, entertainment and technology businesses back to Hollywood;
- Create a prominent vertical campus development that locates high-density commercial uses along Sunset Boulevard and utilizes the Project site location to establish a visual and symbolic gateway into Hollywood;
- Create a dynamic and economically viable project with sufficient office square footage and density to facilitate a healthy job-housing balance in the Hollywood area;
- Provide a pedestrian-oriented development that improves pedestrian experiences along Sunset Boulevard; and
- Provide adequate and safe parking that satisfies anticipated demand on the Project site with direct access to the office uses and provide a building design that allows for the use of energy-efficient technology, thereby reducing the overall reliance on energy for lighting and cooling.

Overall, this Alternative would achieve the Project's underlying purpose to provide a vertical creative office campus for growing innovative media, entertainment, and technology companies looking to locate businesses within the Hollywood community. However, this Office Use Only (4.5:1 FAR) Alternative would not meet the objectives of providing for a mix of uses within one site, consistent with existing mixed-use developments in the vicinity and anticipated market demands, and as envisioned by the City for the Hollywood Community Plan area.

As set forth in Section V, Alternatives, of the Draft EIR, the Office Use Only (4.5:1 FAR) Alternative would be similar to the Project for all issues except air quality, greenhouse gas emissions, land use, noise, traffic, water supply, and energy resources. Specifically, with the development of only office uses under this Alternative, the amount of vehicle trips would be reduced compared to the Project. Therefore, mobile sources would generate operational pollutant emissions that would be less than the Project. Accordingly, regional and localized operational air quality impacts and GHG impacts would be reduced under this Alternative, although such impacts would remain less than significant. With regard to land use, impacts regarding land use consistency would be anticipated to be greater, although still less than significant, compared to the Project as this Alternative would not promote the development of a mix of uses within one site as envisioned by the City for the Hollywood Community Plan area to the same extent as the Project. With regard to noise impacts, this Alternative would result in a decrease in daily vehicle trips due to the elimination of the retail use. Therefore, off-site noise levels from traffic would be less than the levels under the Project. As such, operational noise impacts under this Alternative would be reduced compared to the Project, although such impacts would remain less than significant. In addition, as Alternative 4 would generate less traffic compared to the Project, impacts to intersection level of service, the regional transportation system, and residential street segments would be reduced compared to the Project. However, impacts to intersection level of service and residential street segments would remain significant and unavoidable. Impacts to the regional transportation system would remain less than significant. Lastly, with the elimination of the retail component, this Alternative would generate a reduced demand for water and energy

resources compared to the Project. As such, impacts regarding water supply and energy resources would be reduced, but would remain less than significant.

Alternative 4 would reduce but would not eliminate the Project's significant environmental impacts related to traffic during operation (intersections and residential street segments). The Project's significant and unavoidable impacts related to shading and noise and vibration (human annoyance) during construction would remain and would be similar to the Project. Impacts associated with the remaining environmental issues would be similar to the Project.

e. Alternative 5: Residential Mixed-Use Alternative

As with the Project, the Residential Mixed-Use Alternative would replace the existing surface parking lot on the Project site and develop a mixed-use building. However, this Alternative would replace the office use proposed by the Project, which comprises approximately 274,000 square feet of floor area, with approximately 243 residential units. As with the Project, this Alternative would include approximately 26,000 square feet of retail use at the ground level. Also similar to the Project, parking would be provided above and below the ground floor retail level. The residential units would be provided above the above-grade parking levels. This Alternative would include the same amount of parking stalls and the same number of levels of parking as the Project. Overall, the Residential Mixed-Use Alternative would comprise approximately 300,000 square feet of new floor area. Accordingly, the FAR for the Project site of 4.5:1 under this Alternative would be similar to the Project.

Under the Residential Mixed-Use Alternative, the building height would be similar to the building height under the Project and would reach a maximum height of 260 feet. Architectural elements, lighting and signage, landscaping elements, and access to and within the Project site would also be similar to that of the Project. The building configuration may change slightly to accommodate residential floor plans instead of the office uses proposed by the Project. However, the general square footage, massing, and height would be similar to the Project. In addition, the amount of grading and overall construction duration under the Residential Mixed-Use Alternative would be similar to that of the Project.

The Residential Mixed-Use Alternative would not provide for the same mix of uses proposed for the Project. Therefore, this Alternative would not achieve the Project's underlying purpose and would not achieve or would not achieve to the same extent as the Project some of the Project objectives. Specifically, by replacing the proposed office use with a residential use, Alternative 5 would not achieve the following objectives:

- Provide office space with large open floor plates, high ceilings, and a combination of indoor and outdoor spaces to meet the demand for creative work spaces that encourage collaboration and productivity;
- Design and construct a creative office building with the integrated density, infrastructure, parking, and technology sufficient to attract top-tier entertainment and media companies to Hollywood;
- Develop an aesthetically unique office building within a constrained urban site; design and construct an economically-viable project capable of attracting high-quality media and creative office tenants to a key corridor in Hollywood;
- Revitalize an existing commercial area through the development of Class A creative office space that would strengthen Hollywood's economic vitality by attracting new, high skilled workers and new economy media, entertainment and technology businesses back to Hollywood;
- Create a dynamic and economically viable project with sufficient office square footage and density to facilitate a healthy job-housing balance in the Hollywood area;

- Maximize the value of the underutilized site through replacement of a surface parking lot with a mix of new office and community serving retail uses consistent with anticipated market demands to the same extent as the Project; or
- Create a prominent vertical campus development that locates high-density commercial uses along Sunset Boulevard and utilizes the Project site location to establish a visual and symbolic gateway into Hollywood to the same extent as the Project.

However, this Alternative would meet the following objectives:

- Provide a vertical campus, albeit residential, environment in an urbanized setting that creates limited employment options associated with the ground floor retail for the neighborhood residential population and promotes a work destination that is easily accessible through public transportation;
- Develop a high-density mixed-used building along a major thoroughfare, where density is encouraged by sustainable urban planning principles, and utilize the strategic location of the site near traditional and mass transit to implement density;
- Provide a pedestrian-oriented development that improves pedestrian experiences along Sunset Boulevard; and
- Provide adequate and safe parking that satisfies anticipated demand on the Project site with direct access to the proposed uses and provide a building design that allows for the use of energy-efficient technology, thereby reducing the overall reliance on energy for lighting and cooling.

Overall, this Alternative would not achieve the Project's underlying purpose to provide a vertical creative office campus for growing innovative media, entertainment, and technology companies looking to locate businesses within the Hollywood community.

As set forth in Section V, Alternatives, of the Draft EIR, the Residential Mixed-Use Alternative would be similar to the Project for all issues except air quality, greenhouse gas emissions, geology and soils, land use, noise, traffic, water supply, and energy resources. Specifically, the amount of vehicle trips, and likely vehicle miles traveled considering this Alternative proposes residential uses instead of commercial uses, would be reduced compared to the Project. Therefore, mobile sources would generate operational pollutant emissions that would be less than the Project. Accordingly, regional and localized operational air quality impacts and GHG impacts would be reduced under this Alternative. although such impacts would remain less than significant. Regarding geology and soils impacts, such impacts would be greater than those of the Project as this Alternative would subject a permanent residential population to any potential site-specific geologic hazards. With regard to land use, impacts associated with land use compatibility would be reduced as this Alternative would be more compatible with the residential uses bounding the Project site to the north and west; but would be less compatible with the commercial zoning on the Project site and commercial uses on other adjacent properties and commercial uses fronting Sunset Boulevard. With regard to noise impacts, this Alternative would result in a decrease in daily vehicle trips. Therefore, off-site noise levels from traffic would be less than the levels under the Project. As such, operational noise impacts under this Alternative would be reduced compared to the Project, although such impacts would remain less than significant. In addition, as Alternative 5 would generate less traffic compared to the Project, impacts to intersection level of service, the regional transportation system, and residential street segments would be reduced compared to the Project. However, impacts to intersection levels of service and residential street segments would remain significant and unavoidable. Impacts to the regional transportation system would remain less than significant. Lastly, this Alternative would generate a reduced demand for water and energy resources compared to

the Project. As such, impacts regarding water supply and energy resources would be reduced compared to the Project, but would remain less than significant.

f. Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives. An environmentally superior alternative is an alternative to a project that would reduce and/or eliminate the significant, unavoidable environmental impacts associated with the project without creating other significant impacts and without substantially reducing and/or eliminating the environmental benefits attributable to the project.

Through the comparison of the environmental characteristics and potential impacts of each of the alternatives, the No Project/No Build Alternative (Alternative 1) is considered the Environmentally Superior Alternative as it would avoid all of the Project's significant environmental impacts, including the Project's significant and unavoidable impacts related to shading, on-site noise during construction, on-site vibration during construction (pursuant to the threshold for human annoyance), off-site vibration (pursuant to the threshold for human annoyance) during construction from haul trucks, construction-related traffic associated with lane closures, and operational traffic (intersections and residential street segments). In addition. Alternative 1 would avoid the Project's cumulative impacts with regard to shading, on-site noise during construction, off-site noise and vibration (pursuant to the threshold for human annovance) from haul trucks, construction-related traffic associated with lane closures, and operational traffic (intersections and residential street segments). Further, Alternative 1 would reduce all of the Project's less-than-significant impacts. However, this Alternative would not meet the Project's underlying purpose to provide a vertical creative office campus for growing innovative media, entertainment, and technology companies looking to locate businesses within the Hollywood community or any of the supporting objectives.

In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior Alternative other than the No Project Alternative (Alternative 1-No Project/No Build Alternative), a comparative evaluation of the remaining alternatives indicates that Alternative 3, the Reduced Density (3.0:1 FAR) Alternative, would be the Environmentally Superior Alternative. As noted above, Alternative 3 would reduce, but would not avoid, the Project's significant and unavoidable environmental impacts related to shading, on-site noise during construction, on-site vibration during construction (pursuant to the threshold for human annovance), off-site vibration (pursuant to the threshold for human annovance) during construction from haul trucks, construction-related traffic associated with lane closures, and operational traffic (intersections and residential street segments). Alternative 3 would also reduce, but would not avoid, the Project's cumulative impacts with regard to shading, on-site noise during construction, off-site noise and vibration (pursuant to the threshold for human annovance) from haul trucks, construction-related traffic associated with lane closures, and operational traffic (intersections and residential street segments). Additionally, this Alternative would reduce many of the Project's less-than-significant Furthermore, unlike Alternative 2, the Rotated Tower Design Alternative, impacts. Alternative 3 would not result in new significant impacts to operational noise. In addition, Alternative 4, the Office Use Only (4.5:1 FAR) Alternative, and Alternative 5, the Residential Mixed-Use Alternative, would only reduce, but not eliminate, the Project's significant environmental impacts related to traffic during operation (intersections and residential street segments). The Project's remaining significant impacts would be similar under Alternative 4 and Alternative 5.

F. Statement of Overriding Considerations

The EIR identifies unavoidable significant impacts that would result from implementation of the Project. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when a decision of a public agency allows the occurrence of significant impacts that are identified in the EIR, but are not at least substantially mitigated to an insignificant level or eliminated, the lead agency must state in writing the reasons to support its action based on the EIR and/or other information in the record. Article I of the City of Los Angeles CEQA Guidelines incorporates all of the State CEQA Guidelines contained in Title 15, California Code of Regulations, Section 15000 et seq., and thereby requires, pursuant to CEQA Guidelines Section 15093(b), that the decision maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the EIR that cannot be substantially mitigated to an insignificant level or be eliminated. These findings and the Statement of Overriding Considerations are based on the documents and materials that constitute the record of proceedings, including, but not limited to, the Draft EIR, Final EIR, and all technical appendices attached thereto.

Based on the analysis provided in Section IV, Environmental Impact Analysis, of the Draft EIR, implementation of the Project would result in significant impacts that cannot be feasibly mitigated with respect to shading, on-site noise during construction, on-site vibration during construction (pursuant to the threshold for human annoyance), off-site vibration (pursuant to the threshold for human annoyance), off-site vibration (pursuant to the threshold for human annoyance), off-site vibration (pursuant to the threshold for human annoyance) during construction from haul trucks, construction-related traffic associated with lane closures, and operational traffic (intersections and residential street segments). In addition, as evaluated in Section IV, Environmental Impact Analysis, cumulative impacts could result with regard to shading, on-site noise during construction, off-site noise and vibration (pursuant to the threshold for human annoyance) from haul trucks, construction-related traffic associated with lane closures, and operational traffic (intersections and residential street impacts could result with regard to shading, on-site noise during construction, off-site noise and vibration (pursuant to the threshold for human annoyance) from haul trucks, construction-related traffic associated with lane closures, and operational traffic (intersections and residential street segments).

As discussed above, Project-level and cumulative impacts with regard to shading would be significant. Due to site constraints, the Applicant has designed the Project in a manner that could achieve the proposed density, meet the Project objectives, and consider the Project's potential shading impacts. Nonetheless, shading impacts would remain significant. In addition, as summarized above and evaluated in Section V, Alternatives, of the Draft EIR, altering the orientation of the building such that the tower portion of the building is situated north-south would not result in a reduced shadow pattern, and thus mitigation measures of that nature would be ineffective. Therefore, no feasible mitigation measures have been identified that would reduce the Project-level and cumulative impact with regard to shading to a less than significant level.

With regard to on-site construction noise impacts, implementation of Mitigation Measure G-1 (installation temporary sound barriers) would reduce Project and cumulative construction noise levels to the extent feasible. However, the temporary noise barrier would only be effective in reducing construction noise at the ground level, and would not be effective in reducing noise levels at the balconies at the apartment or hotel buildings at receptors R1, R2, and R3. Due to the height of the residential tower (where the residential balcony starts at the 5th level) adjacent to the Project site (receptor R4), there is no feasible noise barrier that would provide effective noise reduction. The estimated construction-related noise reductions attributable to Mitigation Measures G-2 and G-3, although not easily quantifiable, would also ensure that noise impacts associated with on-site construction activities would be reduced to the extent feasible.

However, significant construction-related noise impacts would remain. Therefore, on-site construction noise impacts at receptor R1 and at the upper levels of receptors R2, R3, and R4 would be significant and unavoidable.

Additionally, mitigation measures considered to reduce on-site construction-related vibration impacts with respect to human annoyance included the installation of a wave barrier, which is typically a trench or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, wave barriers must be very deep and long to be effective, and are not considered cost effective for temporary applications such as construction. In addition, constructing a wave barrier to reduce the Project's construction-related vibration impacts would, in and of itself, generate ground borne vibration from the excavation equipment. Thus, it is concluded that there are no feasible mitigation measures that could be implemented to reduce the vibration impacts associated with human annoyance to a less-than-significant level. Therefore, Project-level vibration impacts from on-site construction activities with respect to human annoyance would be significant and unavoidable. Impacts would be temporary, intermittent, and limited to daytime hours when large construction equipment (e.g., large bulldozer) is operating within 80 feet of a sensitive receptor.

With regard to off-site construction-related vibration impacts, there are no feasible mitigation measures that would reduce the potential vibration human annoyance impacts. Therefore, Project-level vibration impacts from off-site construction haul trucks with respect to human annoyance would be significant and unavoidable. Impacts would be temporary, intermittent, and limited to during daytime hours when the haul truck is traveling within 20 feet of a sensitive receptor.

Regarding on-site cumulative construction noise impacts, the mitigation measures specified for Related Project No. 5 and for the Project would reduce the construction noise contributions in the vicinity of the St. Moritz hotel to approximately 55 dBA and 60 dBA, respectively. Nonetheless, even with proposed mitigation measures, if nearby Related Project No. 5 were to be constructed concurrently with the Project, it is conservatively concluded that significant cumulative construction noise impacts from on-site construction activities could result.

Off-site construction haul trucks would have a potential to result in cumulative impacts if the haul trucks for the related projects and the Project utilize the same haul routes. Specifically, if the haul truck trips from the related projects and the Project simultaneously utilize Bronson Avenue (between Hollywood Boulevard and Sunset Boulevard) and together exceed 45 trips per hour, significant cumulative construction noise impacts could occur at the residences along Bronson Avenue. Therefore, it is conservatively concluded that the cumulative noise impacts from off-site haul trucks would be significant.

With regard to off-site cumulative construction vibration impacts, vibration levels generated by haul trucks would exceed the significance threshold for human annoyance at sensitive receptors along Bronson Avenue and Sunset Boulevard, resulting in significant Project-level and cumulative construction vibration impacts with respect to human annoyance. There are no feasible mitigation measures that would reduce this impact.

As discussed above, Mitigation Measure H-1 would require the preparation and implementation of a Construction Management Plan that would include temporary traffic controls to direct traffic around any closures and reduce traffic impacts in the study area associated with construction of the Project. While implementation of Mitigation Measure H-1 would reduce construction-related traffic impacts, the Project's significant construction-related traffic impact with respect to lane closures would not be fully mitigated and would be significant and unavoidable.

With regard to intersection levels of service, with implementation of the mitigation measures included above, impacts at Intersection No. 2: Bronson Avenue and Hollywood Boulevard (p.m. peak period) and Intersection No. 8: Bronson Avenue and Sunset Boulevard (p.m. peak period) under Existing Plus Project Conditions would be reduced. However, those impacts would not be fully mitigated under Existing Plus Project Conditions and would therefore be significant and unavoidable.

Similarly, under Future Plus Project Conditions, with implementation of mitigation, the Project's potentially significant traffic impacts at Intersection No. 7: Gower Street and Sunset Boulevard (p.m. peak period) and Intersection No. 8: Bronson Avenue and Sunset Boulevard (morning peak period) would be reduced to a less-than-significant level. In addition, with the implementation of the proposed mitigation, significant traffic impacts would be reduced at Intersection No. 4: US-101 Northbound Ramps and Hollywood Boulevard (both the a.m. and p.m. peak period), Intersection No. 8: Bronson Avenue and Sunset Boulevard (the p.m. peak period), and at Intersection No. 8: Bronson Avenue and Sunset Boulevard (both the a.m. and p.m. peak periods). However, those significant impacts would not be reduced to a less-than-significant level. As such, Project-level and cumulative traffic impacts under Future Plus Project Conditions at those three intersections would be significant and unavoidable.

Additionally, while implementation of Mitigation Measure H-4 would reduce the Project's significant impacts on Harold Way to a less-than-significant level, based on each community's preferences, traffic calming measures can sometimes be considered undesirable to a neighborhood as they may alter the neighborhood's character or annoy residents (e.g., having to stop at multiple intersections, reduced lanes, etc.). Therefore, the implementation of Mitigation Measure H-4 must have the support of a majority of the affected residents on Harold Way or the neighborhood traffic calming measures identified therein would be deemed infeasible under LADOT policy and would not be imposed. Given that the outcome of such a vote is uncertain, it is unknown whether the proposed traffic calming improvements would be implemented to mitigate the identified significant impact on Harold Way. If a majority of Harold Way residents do not support Mitigation Measure H-4, the Project's residential street segment impact on Harold Way would be considered significant and unavoidable.

Additionally, the potential exists for the construction-related activities and/or haul routes of the Project and the related projects to overlap, particularly with respect to related projects west of the Project site that travel east along Sunset Boulevard and Hollywood Boulevard to access the US-101 Freeway. In addition, other nearby related projects could require lane closures during construction, including along Sunset Boulevard, similar to the Project. As discussed above, the Project would result in a temporary significant impact at the intersection of Bronson Avenue and Sunset Boulevard during the morning and afternoon peak hours associated with the proposed lane closures. Therefore, cumulative traffic impacts during construction, including potential impacts associated with lane closures, are concluded to be significant.

Furthermore, the Project's contribution to impacts that would occur under the future cumulative conditions would be considerable, and cumulative impacts would be significant at those intersections impacted by the Project. As discussed above, the proposed mitigation would reduce several of the significant impacts to less-than-significant levels, but some of the intersection impacts would remain significant and unavoidable.

Lastly, since the Project would result in a significant impact on the Harold Way street segment, the Project's contribution to impacts that would occur under the future cumulative conditions would be considerable, and cumulative impacts regarding the Harold Way street segment would be significant.

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the Project. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible most of the alternatives to the Project discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Project against the Project's significant and unavoidable impacts, the City hereby finds that each of the Project's benefits, as listed below, outweighs and overrides the significant unavoidable impacts.

The benefits, goals and objectives of the Project are summarized below, and provide the rationale for approval of the Project notwithstanding the presence of unavoidable adverse impacts. Any one of the overriding considerations of economic, social, aesthetic, and environmental benefits individually would be sufficient to outweigh the adverse environmental impacts of the Project and justify adoption of the Project and certification of the Final EIR.

- The Project will promote objectives, goals and policies of the Hollywood Community Plan aimed at developing the types of industry that are indigenous to the Hollywood Community.
- 2) The Project will enhance neighborhood character and complement the existing built environment by visually "filling in" the existing underutilized Project site and creating a visual connection between the Project site and the adjacent similar and compatible uses along Sunset Boulevard.
- 3) The Project will promote smart growth and sound urban planning principles by enhancing an existing underutilized site and introducing new creative office space within a community traditionally occupied by such uses and in close proximity to transit.
- 4) The Project will provide entertainment-related employment opportunities in an area having a high concentration of residents specializing in entertainment-related careers and which is located along a major transit corridor that is well-served by several local and regional modes of transportation.
- 5) The Project will further facilitate a reduction of vehicle trips (and associated greenhouse gas emissions) by implementing a Transportation Demand Management Plan designed to reduce single driver car trips by employees. The Transportation Demand Management Plan will facilitate and incentivize the use of alternative means of transportation.
- 6) The Project will be designed and constructed to incorporate environmentally sustainable design features that would be equivalent to the Silver level under the US Green Building Council's Leadership in Energy Efficiency and Design green building program.
- 7) The Project will incorporate a number of water conservation features that are being recommended by the City of Los Angeles and LADWP, including the installation of high-efficiency toilets, including no flush and waterless urinals; and advanced irrigation systems.
- 8) The Project will incorporate many energy efficient features, including but not limited to centralized chiller plant with rooftop ventilation; the installation of high performance glazing on windows to reduce the Project's heating and cooling loads; the use of energy efficient heating and cooling equipment and Energy Star appliances; the commissioning of building energy systems to verify that the Project's buildings energy systems are installed, calibrated, and performed to the Project's requirements; the implementation of recycling and waste reduction programs.
- 9) Implementation of the Project will maintain and enhance the economic vitality of the region by providing job opportunities associated with operation and construction of

the Project, and providing a significant new source of tax revenue to the City of Los Angeles.

- 10) Provide office space with large open floor plates, high ceilings, and a combination of indoor and outdoor spaces to meet the demand for creative work spaces that encourage collaboration and productivity.
- 11) Provide a vertical campus environment in an urbanized setting that creates employment options for a rapidly growing neighborhood residential population and promotes a work destination that is easily accessible through public transportation.
- 12) Maximize the value of the underutilized site through replacement of a surface parking lot with a mix of new office and community serving retail uses consistent with anticipated market demands.
- 13) Design and construct a creative office building with the integrated density, infrastructure, parking, and technology sufficient to attract top-tier entertainment and media companies to Hollywood.
- 14) Develop an aesthetically unique office building within a constrained urban site.
- 15) Design and construct an economically-viable project capable of attracting highquality media and creative office tenants to a key corridor in Hollywood.
- 16) Revitalize an existing commercial area through the development of Class A creative office space that would strengthen Hollywood's economic vitality by attracting new, high skilled workers and new economy media, entertainment and technology businesses back to Hollywood.
- 17) Create a prominent vertical-campus development that locates high-density commercial uses along Sunset Boulevard and utilizes the Project site location to establish a visual and symbolic gateway into Hollywood.
- 18) Provide adequate and safe parking that satisfies anticipated demand on the Project site with direct access to the office and retail uses.
- 19) Provide a pedestrian-oriented development that improves pedestrian experiences along Sunset Boulevard.
- 20) Provide a building design that allows for the use of energy-efficient technology, thereby reducing the overall reliance on energy for lighting and cooling.
- 21) Develop a high-density mixed-used building along a major thoroughfare, where density is encouraged by sustainable urban planning principles, and utilize the strategic location of the site near traditional and mass transit to implement density.
- 22) Create a dynamic and economically viable project with sufficient office square footage and density to facilitate a healthy job-housing balance in the Hollywood area.

G. Mitigation Monitoring Program

The Mitigation Monitoring Program (MMP) includes all of the mitigation measures for significant impacts identified in the EIR and adopted by the City in connection with the approval of the Project and has been designed to ensure implementation of such measures during implementation of the Project. The MMP also includes the project design features that would preclude significant impacts, as identified in the EIR. In accordance with CEQA, the MMP provides the means to ensure that the project design features and mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code Section 21081.6, the City Council hereby adopts the MMP and finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the MMP, incorporated by reference and located in the administrative file, and finds that the Project meets the mitigation monitoring program requirement of Section 21081.6 of the Public Resources Code.

H. Consideration of Record; Independent Judgment

In approving the Project, the City Council has reviewed and considered the Draft EIR, Final EIR, and all technical appendices, and all other pertinent evidence in the record of proceedings.

The Applicant's consultants prepared the screencheck versions of the Draft EIR, Final EIR, and technical studies. All such materials and all other materials related to the EIR were extensively reviewed and, where appropriate, modified by the Department of City Planning or other City representatives. As such, the City Council finds that the Draft EIR, Final EIR, technical studies, and all other related materials reflect the independent judgment and analysis of the Lead Agency.

I. Substantial Evidence

The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the Draft EIR, Final EIR, technical studies, and other CEQA-related materials, the administrative record, staff reports, information provided by the Applicant, each and all of which are incorporated herein by this reference. Moreover, the City Council finds that where more than one reason exists for any finding, each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

J. Relationship of Findings to Project and EIR

While these Findings are based on the most current information available, the project description has evolved over time and may continue to evolve as the project is further considered by decision-makers through the approval process. While this may give rise to apparent inconsistencies between the EIR, on the one hand, and these Findings, on the other, the Project has and will continue to remain within the maximum development program analyzed in the EIR.

K. Project Conditions of Approval

Each of the project design features and mitigation measures referenced in these Findings shall be conditions of Project approval to be monitored and enforced by the City pursuant to the building permit process and the Mitigation Monitoring Program. To the extent feasible, each of the other findings and conditions of approval made by or adopted by the City in connection with the Project are also incorporated herein by this reference.

L. Custodian of Documents

The custodian of the documents or other material which constitutes the record of proceedings upon which the Director's decision is based is the City of Los Angeles, Planning Department, located at 200 North Spring Street, Room 750, Los Angeles, California, 90012.

M. Recirculation Not Required

CEQA requires that the lead agency recirculate an EIR when significant new information is added to the EIR after public notice of its availability has previously been given but prior to its certification. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

 A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;

- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it; or
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.

The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The City has studied all the comments on the Draft EIR and the Responses to Comments contained in the Final EIR. The City finds that none of the comments to the Draft EIR contain substantial evidence that the Draft EIR is inadequate, failed to disclose a significant environmental impact, or failed to identify a feasible mitigation or alternative that would substantially reduce or avoid the significant impacts of the Project. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR. Responses to Comments comply with CEQA and are directly responsive to the comments received on the Draft EIR.

In particular, in a letter dated April 27, 2015, the California Department of Transportation (Caltrans) submitted comments on the Final EIR. Among other concerns, Caltrans has asserted that the Lead Agency would need to revise Table 16 Freeway Segment Screening Process Existing Operating Conditions (Year 2014) in order to reflect the actual data from Caltrans record and with this revision would need to include a traffic analysis on the freeway. However, the traffic volume data presented in Table 16, Freeway Segment Screening Process Existing Operating Conditions (Year 2014), on page 87 of the Traffic Study, is based on the officially published traffic volume data (2012 Traffic Volumes on California State Highways) (the 2012 Traffic Study Volumes) prepared by Caltrans annually. The data is from year 2012, the most recent available published data at the time of preparation of the Traffic Study. Since then, year 2013 data has been published (2013 Traffic Volumes on California State Highways), which shows slightly higher traffic volumes (one to three percent higher) than the 2012 Traffic Study Volumes, but not sufficiently higher to change the results of the screening process. Moreover, the use of the PeMS data and the HCM-based LOS results would not meet either of the screening criteria in the City/Caltrans Agreement. The Project still would not trigger the screening criteria. Therefore, consistent with both the analysis and conclusions in the Traffic Study and Draft EIR, a full traffic impact analysis with respect to freeway mainline impacts is not required pursuant to the City/Caltrans Agreement.

Furthermore, in a letter dated April 22, 2015, the Los Angeles Department of Water and Power indicated, among other things, that the Draft EIR incorrectly implies that the Project water demand as a small percentage (0.01397, 0.01318, 0.0133, respectively) of the City's water demand is the basis of concluding that the Project falls within the available and projected water

supplies for normal, single-dry, and multiple-dry years through the year 2035. The percentage figures in the Draft EIR were provided for informational purposes only to disclose the percentage of the Project's water demand compared to the City's overall water demand during average and dry-year periods. This supplemental quantitative information provides a degree of confidence that available water supplies are sufficient to satisfy the anticipated demands of the Project. In addition, it also supports the Draft EIR's conclusion that foreseeable impacts of supplying water to the Project would be less than significant. The letter further states that LADWP is not able to verify if the Draft EIR's total cumulative projects' water demand is accounted for in the City's future demand projections. However, the Project uses a blended approach to support its cumulative impact conclusions and the Draft EIR's cumulative water supply analysis is based on the water supply assessment approved by LADWP, which is reliable evidence relating to projected future water supplies citywide.

The City has also considered comments from The Oaks Homeowners Association, which highlighted concerns regarding the traffic study. Specifically, the commenter hired the traffic consultant firm Kimley-Horn and Associates, Inc. to conduct a peer review of the traffic study. Kimley-Horn and Associates, Inc. raised concerns regarding operational conditions at the Bronson Avenue and Franklin Avenue intersection. Kimley-Horn and Associates, Inc. prepared an independent traffic analysis memorandum for this intersection that evaluated existing and future intersection operational analysis for with and without project trips being assigned through the intersection. The intersection would operate at an acceptable level of service for all scenarios except Future with Project Conditions during the p.m. peak hour. This was because the operating characteristics were projected to be just under the LOS C threshold prior to the addition of Project traffic. Overall, the intersection would operate at LOS B or C and Project traffic would not cause a significant impact. Kimley-Horn and Associates, Inc. also conducted a sensitivity analysis in order to assess the potential effects of changes in the assumed trip distribution from cumulative trips (office, supermarket, and adjacent site trips) with a distribution of five percent, 10 percent, 15 percent, and 20 percent. The sensitivity analysis conducted indicates that the Project would have a significant impact at the Bronson Avenue and Franklin Avenue intersection if 20 percent of the total development trips are assigned to the intersection. However, there is no rationale for testing such a large increase in Project traffic to the intersection of Bronson Avenue and Franklin Avenue. Therefore, it must be assumed that the analysis conducted by Kimley-Horn and Associates, Inc. was for informational purposes only and what it demonstrates is that the Project would not cause a significant impact at the Bronson Avenue and Franklin Avenue intersection even if significantly more Project traffic had been distributed to the intersection.

Other primary comments expressed concerns regarding construction air quality, noise, and traffic; and shade/shadow impacts. However, in a subsequent letter, the commenter indicated that the Project Applicant worked with the commenter and took adequate action to resolve these concerns. Therefore, the comments were withdrawn.

Section II, Corrections and Additions, of the Final EIR documents changes to the Draft EIR. Having reviewed the information contained in the Draft EIR and the Final EIR and in the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City Council finds that there are no new significant impacts, substantial increase in the severity of a previously disclosed impact, significant information in the record of proceedings or other criteria under CEQA that would require recirculation of the EIR, or preparation of a supplemental or subsequent EIR. Specifically, the City finds that:

- The Final EIR provides substantial evidence that the changes to the Draft EIR do not result in new significant impacts and do not warrant recirculation of the Draft EIR.
- Section III, Responses to Comments, of the Final EIR fully considered and responded to comments claiming that the Project would have significant impacts or

more severe impacts not disclosed in the Draft EIR. Section III, Responses to Comments, of the Final EIR, includes substantial evidence that none of the comments provided substantial evidence that the Project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than what was discussed in the Draft EIR.

N. Uses of EIR

The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the Project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as "responsible agencies" under CEQA). Because the City is the Lead Agency for the Project, the EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.

PUBLIC HEARING AND COMMUNICATIONS

Summary of Public Hearing Testimony and Communications Received

The Public Hearing on this matter was held at Los Angeles City Hall in Downtown Los Angeles, Room 1050 on December 28, 2015 at 9:00 AM.

- 1. Present: Approximately 25 people attended: The applicant and team members, neighbors, the Planning Committee Chair for the Hollywood Studio Neighborhood Council and a representative from Council Office District 13.
- 2. Public Speakers: 24 public speakers. 11 in support; 11 opposed; and one person made general comments.
- 3. The Applicant's representatives spoke at the hearing and made the following statements:

<u>Applicants</u> Christopher Barton, EVP, Hudson Pacific Properties Chris Pearson, Sr. Project Manager Jim Pugh, Attorney, Sheppard Mullin

Mr. Barton provided an overview of their company, Hudson Pacific Properties, and of their past successes of similar media and entertainment development projects in Hollywood.

Mr. Pearson provided an overview of the project characteristics and indicated that they were designing a project that is respectful of the community by stepping the building toward Sunset and away from the residential community to the north, achieves LEED Gold status, and targets media and entertainment businesses.

Mr. Pugh summarized the entitlement request. The requested zone change would make the entire site commercial and would be in compliance with the Community Plan goal to encourage media and entertainment uses into Hollywood. He then spoke of their team's efforts of public involvement and efforts to make project design modifications and that the Development Agreement can be available for the inclusion of public benefits.

4. Speakers at the December 28, 2015 Public Hearing

Below is a summary of comments from speakers opposed to the project:

- Shading caused by the project will impact quality of life. The lack of light affects the internal body clock, mood and productivity, alertness, sleep patterns with significant effects being depression and diabetes;
- The proposed 18-story building will continuously block all sunlight because the parking will be five feet from his bedroom window;
- The project will affect property values for those being shaded;
- The project will cause additional traffic in the area throughout the day;
- Traffic will significantly increase and impact the streets because media industry uses generate multiple car trips per person a day;
- Traffic and parking are already bad;
- Too much traffic currently on Bronson and impossible to park on or access the street;

- Parking provided at the project site will increase carbon monoxide and increase pedestrian crossing at Sunset, delaying traffic flow;
- Upscale studio and commercial uses create car dependency that would not balance jobs & housing;
- Intense commercial development should be near transit stops;
- The project is over three-quarters of a mile from a transit station, thus the projected trips using transit are overstated. Standard proximity is one quarter of a mile;
- Employees of upscale developments will not use transit;
- Extra parking proposed indicates that trip generation rates and the number of employees projected are inaccurate and validates car dependency with little transit use;
- Studio uses will need truck loading and access and block the streets;
- The project will create construction noise and operational noise from the parking structure due to car alarms, etc.
- The project does not offer any reason or public benefit to justify an approval. Should have a public benefit component that it complies with the existing zoning or that they transfer FAR from other properties they own;
- The proposal is spot zoning and has to stop;
- Objects to project as it does not meet the requirements under Charter Section 555 for an approval of a General Plan Amendment. Project cannot be considered for a GPA because it is not a substantial geographical area having significant social economic or physical identify since it is less than one full city block and is not meant for a single developer's property, which is inconsistent with the comprehensive and long term nature of the general plan process to protect everyone's interests;
- Approximately 26 million additional square feet of commercial development is permitted on undeveloped and under-developed properties in the Plan area, approximately two and a half times the size of Century City. Current zoning on the project site permits 60,000 square feet of commercial space and the applicant is requesting five times that amount;
- The current parking zone does not permit any square footage;
- Current zoning limits building height to three stories in areas adjacent to residential but the proposed project would construct a 106 foot high parking podium directly adjacent to the existing residential blocking sunlight to bedrooms.
- Views of Hollywood sign and downtown will be blocked by the project;
- Project renderings give an inaccurate portrayal of the project including a landscape wall shown on the north façade that is not possible because plants are in complete shade, shadows shown inaccurately and adjacent uses are not shown;
- · Water supply is shrinking and the project will increase the amount of water used;
- The City needs to prepare a cumulative assessment of water impacts by all the proposed developments;
- City needs to balance jobs & housing and needs more housing to counter rising rents.
- Project is not consistent with the General Plan and represents bad planning and disregards any planning;
- Project would be more appropriate near a transit center, along Hollywood Boulevard or on Western or Highland, not Bronson, a residential street;
- Project changes the density along Sunset Boulevard without proper analysis of the infrastructure;
- The EIR incorrectly states that the project is consistent with the Community Plan;
- The EIR fails to disclose continuous lighting in the above grade parking garage and should include a mitigation measure to restrict the hours when lit or conditioned that all parking be below grade;

- The EIR fails to disclose current Parking zone height limit of zero feet and that the proposed above grade parking would be inconsistent;
- The EIR fails to include a code compliant alternative;
- The EIR incorrectly points to other high density buildings as precedent for the area when those are mistakes;
- The EIR incorrectly views the project as transit oriented when the City has no station area plan and thus not entitled to a 4:1000 parking ratio;
- The EIR incorrectly concludes that the project complies with the Hollywood Redevelopment Plan with no record from CRA that it does;
- The EIR misinterprets Section 502 of the Redevelopment Plan and should stop speaking for the Redevelopment Area;
- EIR concludes less than significant impact on transit, which confirms little usage of transit from this project; and
- The EIR does not include an Alternative Site analysis in the EIR for a nearby property owned by Hudson that is not fully developed.

Below is a summary of comments from speakers in support of the project:

- Supports the project;
- The applicant chose their location because of the revitalization made by Sunset Gower Studios and their commitment and involvement in the entertainment industry. Hudson Pacific has a history as active partners in the community to provide opportunities in the Entertainment industry;
- The project was considered bad at first but is a shining example of what can happen in the entertainment capital of the world;
- Should applaud and assist those who want to develop in the City;
- EIR addresses all issues and incorporates effective mitigation measures;
- The project provides good construction jobs and media and entertainment industry jobs that help ensure that Los Angeles maintains its role as the entertainment capital of the world;
- Bringing in jobs is a public benefit;
- People are attracted to Hollywood because they can work and live without having to drive;
- More people are taking transit and traffic has been getting better;
- The area is being revitalized and the project will further this trend;
- The project replaces surface parking lots with an architecturally thoughtful project that enhances the boulevard;
- The project will add ground floor retail that will enhance the pedestrian experience and create connectivity on the block;
- The project includes a bike center, parking and storage; and incorporates transportation demand management;
- The project will implements a development agreement that balances entitlements with community benefits and funding to Hollywood non-profits and community groups;
- Hollywood needs office space to provide jobs and balance the residential being built;
- There is a lack of office space available since it has not been built since the 1980's;
- Project tenants will be able to take transit and use Metro, as well as walk to the Cap Park;
- Class A Office space is needed in order to bring back the Hollywood entertainment community;
- Top City priority is to attract high paying jobs to Los Angeles;
- Development has been an improvement to the 1960 1980's Hollywood;

 Project would bring vibrant development that will bring needed jobs and retail uses, activating the street.

Below is a summary of general comments from speakers:

- · Vote by the Neighborhood Council is pending, thus no position now;
- Traffic congestion during emergency situations from those trying to access the 101 freeway should be addressed; and
- Need to hear more about the Development Agreement.

5. Communications Received.

• Public comments are in the case file located at City Hall.