



DEPARTMENT OF CITY PLANNING

REVISED RECOMMENDATION REPORT

City Planning Commission

Date: ~~June 9, 2016~~ Aug 11, 2016
Time: After 8:30 A.M.
Place: Los Angeles City Hall
200 N. Spring Street, Room 350
Los Angeles, CA 90012

Public Hearing Completed: May 4, 2016
Appeal Status: Appealable to City Council
Expiration Date: ~~June 27, 2016~~ August 11, 2016 through mutual consent of applicant and CPC

Multiple Approval: Zone Change appealable 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.

Case No.: CPC-2014-4279-ZC-HD-ZAA-SPR
CEQA No.: ENV-2014-4280-EIR
SCH No. 2015011013

Incidental Cases: None
Related Cases: CPC-2016-1141-DA
Council No.: 13 - Hon. Mitch O'Farrell
Plan Area: Hollywood
Specific Plan: None
Certified NC: Central Hollywood Neighborhood Council
General Plan: Regional Center Commercial

Zone: *Existing:* C4-2D
Proposed: (T)(Q)C4-2D
Applicant: Rescore Hollywood, LLC
Representative: Edgar Khalatian - Mayer Brown, LLP

PROJECT LOCATION: 1310-1332 N. Cole Avenue; 6400-6418 W. Homewood Avenue; 6407-6417 W. Homewood Avenue; 1311-1347 N. Cahuenga Boulevard; and 6401-6423 W. Fountain Avenue

PROPOSED PROJECT: The project proposes construction of a seven-story residential mixed-use building ranging from approximately 82 feet to 110 feet in height, that will provide 369 residential units, including 12 live/work units, 30 micro units and 20 units for Moderate Income households, and approximately 2,570 square feet of commercial space on the ground floor. Approximately 40,900 square feet of open space is proposed, including a ground floor plaza accessible to the public, an outdoor recreation deck on the 2nd floor, a roof terrace on the 7th floor, a covered deck on the 2nd floor, a gym and recreation room. The project will include 567 parking spaces and 410 bicycle parking spaces within a two-level subterranean garage, at ground level within the building, and in the mezzanine level above-grade. The project involves the demolition of existing buildings, including one single-family residence, a three-unit apartment building, two office buildings, an auto repair facility, and surface parking lots.

REQUESTED ACTIONS**ENV-2013-2813-EIR**

1. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, the **Consideration and Certification** of the Environmental Impact Report (EIR), including the Errata, ENV-2014-4280-EIR, SCH No. 2015011013, 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;
2. Pursuant to Section 21801.6 of the California Public Resources Code, the **Adoption** of the proposed Mitigation Measures and 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;

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4. Pursuant to LAMC Section 12.32, a **Zone Change** and **Height District Change** to modify the "D" Development limitation from 2.0:1 to allow a maximum FAR of 4.0:1;
5. Pursuant to LAMC Section 12.28, a **Zoning Administrator's Adjustment** to allow zero-foot east and west side yard setbacks in lieu of the 10 feet otherwise required; and
6. Pursuant to LAMC Section 16.05, **Site Plan Review** for a project that would result in an increase of 50 or more dwelling units.

RECOMMENDED ACTIONS**ENV-2014-4280-EIR**

1. **Recommend** that the **City Planning Commission Certify** that it has reviewed and considered the information contained in the Draft and Final Environmental Impact Report, Environmental Clearance No. **ENV-2014-4280-EIR**, (SCH. No. 2015011013).
 - a. **Certify** that the EIR, including the Errata, has been prepared in compliance with CEQA and reflects the City's (Lead Agency) independent judgment and analysis; and,
 - b. **Adopt** the Mitigation Measures, Mitigation Monitoring Program; and,
 - c. **Adopt** the related Environmental Findings;
 - d. **Adopt** the Statement of Overriding Considerations setting forth the reasons and benefits of adopting the EIR with full knowledge that significant impacts may occur;

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2. **Approve and Recommend** a **Zone Change and Height District Change** from C4-2D to (T)(Q)C4-2D to modify the "D" Development limitation from 2.0:1 to allow a maximum FAR of 4.0:1;
3. **Approve** a **Zoning Administrator's Adjustment** to allow zero-foot east and west side yard setbacks in lieu of the 10 feet otherwise required;
4. **Approve** a **Site Plan Review** for a project that would result in an increase of 50 or more dwelling units;
5. **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;
6. **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

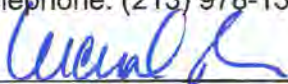
be satisfied prior to the issuance of building permits and, that the "T" Tentative classification be removed in the manner indicated on the attached page.

7. **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.

VINCENT P. BERTONI, AICP
Director of Planning



Erin Strelich, Hearing Officer
Telephone: (213) 978-1351



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Senior City Planner



Sarah Molina Pearson
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Charles J. Rausch, JR
Associate Zoning Administrator

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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Exhibits:

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B3 Zone Change Map

C – Site Photos

D - Errata

EIR – <http://planning.lacity.org/eir/1311Cahuenga/1311CahuengaMixUseCoverPg.html>

PROJECT STATUS UPDATE

At its meeting on June 9, 2016, the City Planning Commission continued the project to a date certain of July 28, 2016. The Commission provided extensive feedback regarding the design and requested that the Applicant address the concerns prior to returning to the Commission for the requested actions. The Commission also instructed Planning Staff to report back on additional considerations regarding street trees, traffic related improvements, and other areas of concern. These include

1. **Installation of a crosswalk across Cahuenga at Homewood** – In response to Planning Staff's inquiry regarding a crosswalk at Cahuenga at Homewood, LA DOT Transportation Engineering staff, in an email sent June 22, 2016, stated that an uncontrolled marked crosswalk at Cahuenga and Homewood is not recommended due to the following concerns: the horizontal curve at this point of Cahuenga would limit the visibility of pedestrians, the stopping sight distance for motorists may not be sufficient due speeding, and this is a five legged intersection as Ivar Ave intersection at an angle. DOT Staff recommended a study for a signalized intersection instead at this location. However, it should also be noted that a signalized intersection at Cahuenga and Homewood could potentially result in new and additional significant environmental impacts in traffic operation at this location.
2. **Installation of a left turn arrow on eastbound Fountain Avenue at Cahuenga Boulevard.** DOT staff confirmed that installation of a dedicated left turn lane on eastbound Fountain Avenue at Cahuenga would require the loss of 21 on-street parking spaces, which would worsen an already difficult parking situation in the neighborhood. However, a traffic study is being conducted by the Applicant's traffic consultants, in coordination with LA DOT Staff, to determine the feasibility and impacts, if any, of the potential alternative of installing a left turn signalized phase. The consultant has indicated that the traffic study eastbound left-turn volumes may justify an eastbound left-turn (Existing AM/PM of 112/122 vehicles, and Future (2018) With Project AM/PM of 152/152). A limited duration lagging phase may allow for minimizing the impact on the east-west through movements and not unduly increasing the signal cycle length, while still accommodating north leg pedestrian crossings.
3. **Dog Waste Stations in public open space** – Q condition A.1.b. has been added per the recommendation of the City Planning Commission.
4. **Public access on Homewood Avenue.** Q condition A.1.b. and c. have been added to ensure there will be no gates installed at the vacated portion of Homewood Avenue, and the public will have pedestrian, bike, and vehicular access at all times, 24 hours a day.
5. **Height of projecting balconies.** A concern was raised regarding the potential conflict between street trees and projecting balconies. To be consistent with the Downtown Design Guideline as recommended by the Commission, Q condition A1a.vi. has been included.
6. **Architectural Design.** Several conditions have been included under Q condition A.1.a. to address elements of the architectural design that were raised as concerns by either City Staff or the Commission during the June 9 2016 meeting. This assumes, however, that the changes proposed by the Commission have not yet been accomplished. The architectural feedback received and changes made by the project to date is reviewed beginning on pg. A-16. Planning staff received the current set of plans, stamped Exhibit A, on August 2, 2016.

On June 29th, the applicant submitted a letter requesting that the case be continued again, to August 11th, to give them additional time to address the issues raised on June 9th by the Commission. The item was continued by the Commission on July 28th.

PROJECT DESCRIPTION

The applicant, Rescore Hollywood, is proposing the construction of a seven-story residential mixed-use building ranging from approximately 82 feet to 110 feet in height (based on relative elevation changes in the existing surrounding terrain, which generally slopes from higher elevations in the north to slightly lower elevations toward the south). The building will contain six residential levels above a one-story podium. The building mass above the second floor is designed to appear like five distinct towers, with a minimum 10-foot separation between each tower. The towers will be connected to each other with six-foot wide, pedestrian bridges at each level.

The project will develop a total of 347,019 square feet of floor area; of this total, 333,089 square feet will contain residential units. The project will also include 2,570 square feet of commercial space on the ground floor and 40,900 square feet of open space in the form of plazas, recreation amenities, and private balconies. A further breakdown of floor area is shown in Table 1 below. The project will provide 369 residential units, including 12 live/work units and 30 micro units, with an overall average unit size of 740 square feet. Details of unit types and sizes are shown on Table 2 below. Since the time of the public hearing, the applicant has committed to the provision of 20 units to be reserved for Moderate Income households for a period of 55 years. The project's proposed floor area ratio (FAR) will be at or below 4.0:1.

The project will provide 567 parking spaces and 410 bicycle spaces within two levels of subterranean parking beneath the ground floor, a parking area on the ground level and a third parking area on the mezzanine level. The proposed parking breakdown is shown in Table 3 below.

The project requires the demolition of the existing buildings, including one single-family residence (single-story), a three-unit apartment building, two office buildings (one single-story and one two-story structure), an auto repair facility, and three surface parking lots.

Table 1: Areas of Project Uses	Building Size (sq ft)
Residential (apartment)	333,089
Residential Amenities (gym, community room, covered deck, etc.)	10,570
Leasing Center	790
Commercial	2,570
Total Project Development	347,019

City Planning staff received a complete set of new drawings, including renderings, elevations, building sections, plot plans, landscape plans, and comparisons between the original design and the current proposed project on Thursday, July 14th. However, the Applicant had erroneously labeled some of the dwelling units as “Airbnb.” Another, corrected set of plans was subsequently received by City Planning staff on Tuesday, August 2nd, 2016. The redesign by the Applicant has attempted to address the concerns of the Commission and City Staff, as discussed in depth beginning on page A-19. As part of the redesign, the mix of unit types has changed slightly, although the total number of residential units has remained the same. Vehicular parking counts have also changed slightly, with the addition of designated spaces for the LAPD and car sharing bringing the total number of proposed spaces from 567 up to 589.

Table 2: Residential Unit Mix	Number of Units	Floor Area (SqFt)
Live/Work	42 <u>13</u>	900
Micro Unit	30 <u>29</u>	442
Studio	112 <u>101</u>	510
1 bedroom	140 <u>151</u>	786
1 bedroom + Den	10	877
2 bedroom	58	1055 - 1117
2 bedroom + Den	7	1330
Total	369	

Table 3: Vehicle Parking	Proposed	Code Required
Residential	523 <u>538</u>	523 <u>527</u>
Commercial	5	5
Leasing	4	0
Visitors	30 <u>28</u>	0
Public <u>Car Share</u>	5 <u>4</u>	0
<u>LAPD</u>	<u>10</u>	0
Total	567 <u>589</u>	528 <u>532</u>

Bicycle Parking and Facilities

The project proposes 39 short-term and 371 long-term bicycle parking spaces to meet the LAMC requirements for residential and commercial land uses, as shown in Table 4 below. Short-term bicycle parking is located in the public plaza area at the northern end of the project site and on either side of the Homewood Avenue driveways. Long-term bicycle parking is located on the ground level in the covered parking area.

Table 4: Bicycle Parking	Required (LAMC Section 12.21-A,16)			Project Provided		
	Short-term	Long-term	Total	Short-term	Long-term	Total
Residential	1 per 10 units	1 per unit	406	37	369	406
Commercial	min. 2	min. 2	4	2	2	4
Total Project Bicycle Parking			410			410

Bicycle, Pedestrian, and Vehicular Safety

Primary vehicular access to the below-grade resident parking will be provided via a driveway accessed from Fountain Avenue. This will be a right-in/right-out only access. Homewood Avenue will be vacated to allow for the construction of the building above and below the street and will serve the project as a private driveway. However, a public access easement will be maintained across the surface of Homewood Avenue to allow for vehicle, pedestrian and emergency vehicle access through the site. A designated Class II bicycle lane will be included along the public easement, providing access to the long-term bicycle parking. Homewood Avenue will also be used for vehicular access to the parking garage for the residential and commercial components of the project. Homewood Avenue will also provide full access at N. Cahuenga Boulevard and Cole Avenue south of Homewood Avenue.

PROJECT BACKGROUND

Zoning and Land Use Designation

Existing Land Use and Zoning

The existing land use designation for the project site is Regional Center Commercial, with the corresponding zones of C2, C4, P, PB, RAS3, and RAS4. The project site is also located in the Hollywood Redevelopment Plan area which limits development of Regional Center Commercial land uses to an FAR of 4.5:1. Proposed development in excess of 4.5:1 FAR, up to but not to exceed 6:1 FAR, may be permitted provided that the proposed development furthers the goals and intent of the Redevelopment and Community Plans and meets a series of objectives established in the Redevelopment Plan. The project site is currently zoned C4-2D. Ordinance No. 165,661 imposed the existing "D" Development Limitation that restricts the property to an FAR no greater than 2.0:1. The Ordinance allows projects to exceed the 2:1 floor area ratio provided that:

- a. The Community Redevelopment Agency Board finds that the project conforms to:
 - i) the Hollywood Redevelopment Plan
 - ii) a Transportation Program adopted by the Community Redevelopment Plan and, if applicable,
 - iii) any Designs for Development adopted pursuant to Section 503 of the Redevelopment Plan; and
- b. The project complies with the following two requirements:
 - i) A Disposition and Development Agreement or Owner Participation Agreement has been executed by the Community Redevelopment Agency Board; and
 - ii) the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in Municipal Code Section 12.24-B.3.



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.

The “2” Height District limits the project site’s FAR to 6:1 and does not limit height. However, the “D” Limitation permits a maximum FAR of 2:1.

Proposed Land Use and Zoning

The applicant is requesting a Zone and Height District Change to modify the “D” development limitation to allow a 4.0:1 FAR over the entire project site in lieu of the current 2.0:1 FAR.

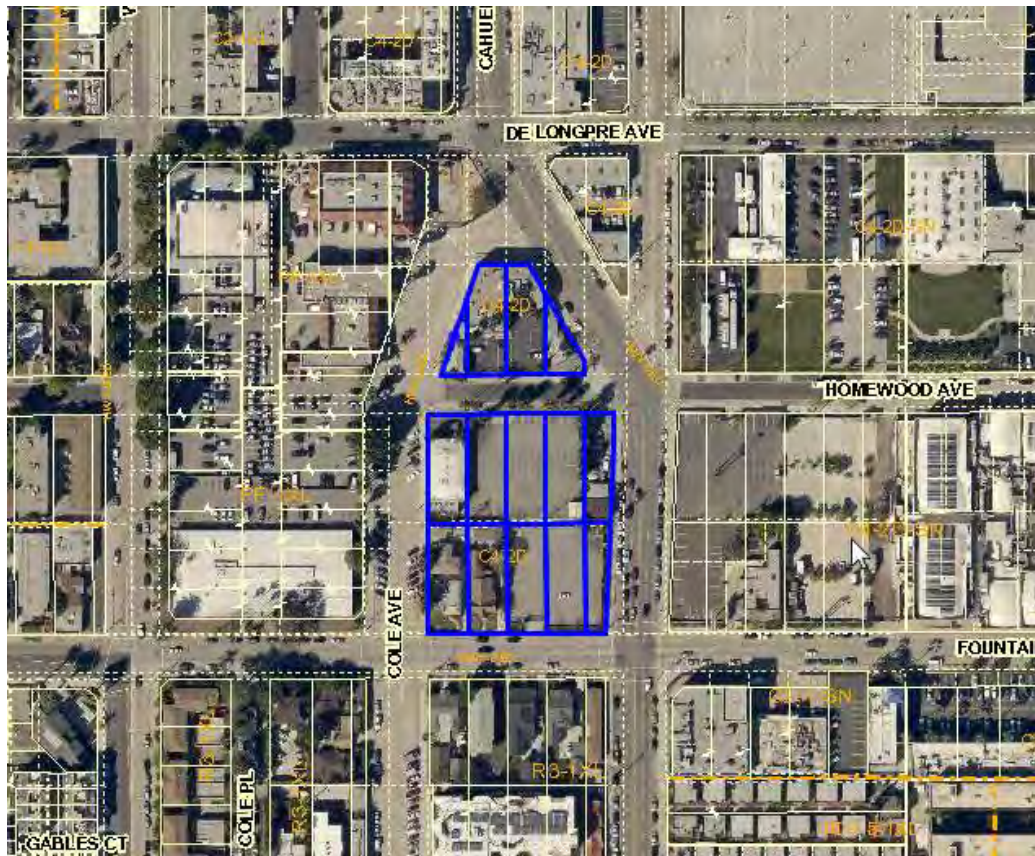
Adjacent Land Uses

North: Properties to the north are designated with Regional Center Commercial land uses and are predominantly zoned C4-2D or C4-2D-SN for those parcels along Sunset Boulevard, including the Le Cordon Bleu culinary school, the ArcLight Cinemas, and the 14-story CNN office tower.

East: Properties to the east are designated with Regional Center Commercial land uses in the C4-2D-SN zone. A proposed project currently undergoing environmental review, Academy Square, is located directly east across Ivar Avenue, which runs into Cahuenga Boulevard adjacent to the project site. The proposed 498,599 square-foot mixed-use project will include offices and retail/restaurant space within three buildings up to five stories in height. The project will also include an approximately 215,799 square-foot, 23-story residential tower containing up to 250 residential units.

South: Properties to the south are designated with Multi-Family Residential land uses in R3-1XL zone along Fountain Avenue, and the RD1.5-1XL zone further south along La Mirada Avenue, including a historical bungalow court.

West: Properties to the west are designated with Multi-Family Residential and Public Facilities land uses and are zoned RD1.5XL and PF. The block directly east of the project site includes City of Los Angeles Fire Station No. 27, a LA City Fire Department museum, the Hollywood Division Police Station, Hollywood City Hall, a City owned building that includes several City service entities, including offices for Council District 13.



Streets, Circulation, Public Transit

Cahuenga Boulevard is designated as a Modified Avenue II, with an approximate 56-foot width and 80-foot right of way along the project site's eastern boundary.

Cole Avenue is designated as a Modified Avenue II with a 56-foot width and 85-foot right of way along the project site's western boundary.

Fountain Avenue is designated as a Collector, with a 40-foot width and a 58-foot right of way along the project site's southern boundary.

Homewood Avenue is designated as a Local Street - Standard, with a 36-foot width and a 50-foot right of way.

Public Transit

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

- Metro Red Line Hollywood/Vine station is approximately 0.4 miles north of the project site;
- Metro Regional/Local Lines:
 - Metro Local Line 2/302 runs east-west between Pacific Palisades and Downtown Los Angeles along Sunset Boulevard in the vicinity of the project site;

- Metro Local Line 4 runs east-west between Santa Monica and Downtown Los Angeles along Santa Monica Boulevard in the vicinity of the project site;
 - Metro Local Line 210 runs north-south between Hollywood and Redondo Beach, along Vine Street in the vicinity of the project site, and
 - Metro Regional Line 704 runs east-west between Santa Monica and Downtown Los Angeles along Santa Monica Boulevard in the vicinity of the project site
- LADOT DASH: Hollywood, provides local service within the community, running east-west along Fountain Avenue adjacent to the project site, with an existing stop on the corner of Fountain Avenue and Cahuenga Boulevard.

Project Entitlements

The proposed project is seeking approval of the following entitlements:

- A **Zone Change and Height District Change** from C4-2D to (T)(Q)C4-2D to modify the “D” Development limitation from 2.0:1 to allow a maximum FAR of 4.0:1;
- Approve a **Zoning Administrator’s Adjustment** to allow a reduced side yard setback of zero feet in lieu of the 10 feet otherwise required;
- Approve a **Site Plan Review** for a project that would result in an increase of 50 or more dwelling units; and
- **Environmental Impact Report:** The City of Los Angeles released the Final Environmental Impact Report (FEIR) ENV-2014-4280-EIR, on November 12, 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
 - Hazards and Hazardous Materials
 - Public Services – Schools
 - Recreation
 - Transportation/Traffic (Intersection Operations)
 - The EIR further identified the following areas where impacts could not be mitigated to a level of insignificance:
 - Noise (Construction Vibration)
 - Traffic (Operation)
 - An Errata to the EIR was prepared by Lead Agency to make minor corrections and clarifications associated with the Applicant’s discretionary entitlement requests, as well as a revision to a proposed mitigation measure. The minor additions do not constitute significant new information and the minor revisions do not result in any new or substantially more severe significant environmental impacts associated with the project.

Applicable Plans and Related CasesHollywood Community Plan

The Hollywood Community Plan (Community Plan), adopted in December 1988, designates the project site for Regional Center Commercial land use with the corresponding zones of C2, C4, P, PB, RAS3, 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. Developments combining residential and commercial uses are especially encouraged in the Hollywood Regional Center.

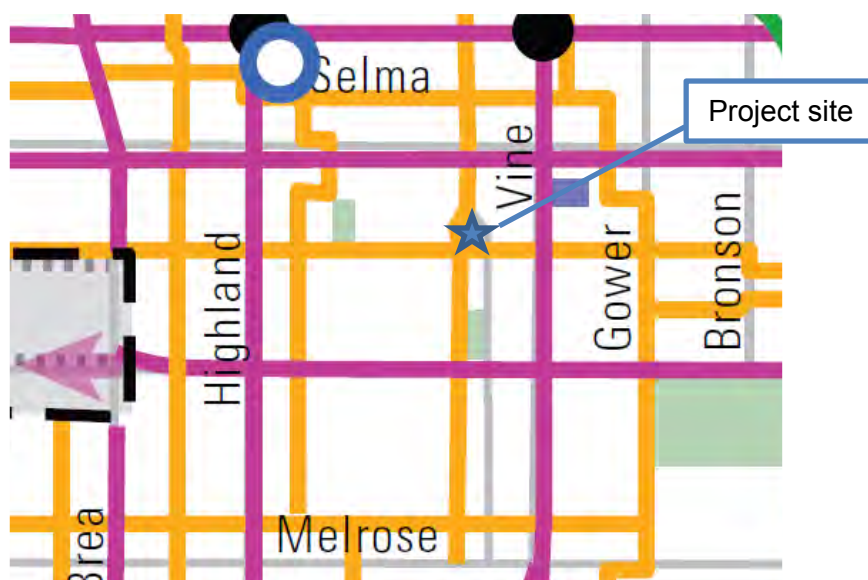
Hollywood Redevelopment Plan

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, 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. 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.

On June 21, 2012, a Resolution was adopted by the Governing Board of the CRA/LA that determined that any land uses permitted by the General Plan, Community Plan and Zoning Ordinance, all as they exist now or as amended or supplanted, shall be permitted land uses for all purposes under the Redevelopment Plan, deferring land use authority to the City of Los Angeles Planning Department.

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. Designated Bicycle Routes in the area of the project site include Vine Avenue, running in a north—west alignment, approximately two blocks east of the project site; Fountain Avenue, running in an east—west alignment immediately south of the project site; and Cole Avenue running in a north—south alignment immediately west of the project site. Vine Avenue is considered part of the Backbone Bikeway Network, while both Fountain Avenue and Cole Avenue are considered part of the Neighborhood Bikeway Network.

On-Site Related Cases

Ordinance No. 182,960: 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.

Case No. CPC-2014-669-CPU (Ordinance No. 182,960): 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; 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 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.

Ordinance No. 182,173: 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.

Case No. CPC-2005-6082-CPU (Ordinance No. 182,173): 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.

Case No. CPC-2003-2115-CRA: 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.

Ordinance No. 165,661 (CF 86-0835): Ordinance No. 165,661, effective May 7, 1990, imposed the existing "D" Development Limitation that restricts the property to an FAR no greater than 2.0:1. The Ordinance allows projects to exceed the 2:1 floor area ratio provided that:

- a. The Community Redevelopment Agency Board finds that the project conforms to:
 - i) the Hollywood Redevelopment Plan
 - ii) a Transportation Program adopted by the Community Redevelopment Plan and, if applicable,
 - iii) any Designs for Development adopted pursuant to Section 503 of the Redevelopment Plan; and
- b. The project complies with the following two requirements:
 - i) A Disposition and Development Agreement or Owner Participation Agreement has been executed by the Community Redevelopment Agency Board; and
 - ii) the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in Municipal Code Section 12.24-B.3.

Off-Site Related Cases

Case No. VTT-73536: On March 22, 2016 an application was filed with the Department of City Planning requesting approval of a Vesting Tentative Tract Map to allow the subdivision of the property into seven lots at a property located at 1335 N Vine Street. A hearing has not yet been scheduled.

Case No. ZA-2015-1766-MCUP-VCU-SPR: On May 7, 2015 an application was filed with the Department of City Planning requesting approval of a Master Conditional Use permit for the on-site sale and consumption of a full line of alcoholic beverages for up to 10 establishments; a Vesting Conditional Use Permit to allow floor area averaging in a unified development; and Site Plan Review for a project having 50 or more residential units at a property located at 1341 N Vine Street. A hearing has not yet been scheduled.

Case No. CPC-2014-3808-GPA-ZC-HD-CU-CUB-ZAI-SPR and CPC-2014-3808-GPA-ZC-HD-CU-CUB-ZAI-SPR-1A: On November 19, 2015, the City Planning Commission approved: a General Plan Amendment from Commercial Manufacturing to Regional Center Commercial; a Zone Change and Height District Change from [Q]C4-1VL-SN and C4-2DSN to [T][Q]C4-2D-SN; a Conditional Use for the sale and dispensing of a full line of alcoholic beverages for on-site

consumption and for the sale of alcoholic beverages for off-site consumption; Floor Area Averaging and a Residential Density Transfer between the project site's two parcels; a Zoning Administrator's Interpretations specifying front, rear, and side yards of the project; and allowing the use of automated parking; and a Site Plan Review for a project which creates or results in an increase of 50 or more dwelling units at a property located at 6201 W Sunset Boulevard. A subsequent appeal was filed on January 22, 2016 and is currently pending.

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 January 12, 2015 and ending on February 12, 2015. A scoping meeting was held on January 28, 2015 at the L.A. City fire Department Hollywood Museum located across the street from the project site at 1355 N. Cahuenga Boulevard. The Draft EIR was released for public comment on November 12, 2015. The comment period ended on January 4, 2016. Thus, the public review period of the Draft EIR lasted a total of 53 days, beyond the 45 days required by CEQA Guidelines Section 15105(a). During that time, the Department of City Planning received comments on the Draft EIR from 10 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 property owners and occupants within 500 feet of the project site, as well as all commenters and interested parties from the Draft EIR, on April 11, 2016. The notice was also posted on the Department of City Planning website, and published in the Daily Journal on April 11, 2016. A Notice of Public Hearing was also posted on the project site on April 21, 2016, 10 days prior to the Public Hearing.

A Public Hearing was held on Wednesday, May 4, 2016 at 12:30 pm in City Hall. There were seven people that signed the available Sign-In Sheet/Notification List, but there were approximately 12 people in attendance.

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 City Planning staff, 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 basic organization of the project consists of distributing the apartment units within five six- level buildings around a central courtyard containing a pool, spa and extensive landscaping. The main courtyard and the communal roof deck are oriented to focus on views of the Hollywood sign in the distance, and at a closer point to provide a visual link to Sunset Blvd. to the north. People traveling south on Cahuenga will find their attention drawn to the largest and most sculptural of the view passages into the interior courtyard.

The commercial space is designed to attract and increase pedestrian activity by facing the Cahuenga Boulevard street frontage. Interest at the street level is created by providing live/work units on the ground along Fountain Avenue and Cahuenga Boulevard, with the landscaped public plaza, and through a unique design element with a public access easement running east-west through the property in the place of the vacated Homewood Avenue. Pedestrians, bicyclists, and vehicles will be able to continue to use this path of travel through the project. As a mixed-use project, there will be residents and visitors on-site throughout the day and night, acting as natural surveillance in addition to security measures such as adequate lighting and clear definition of spaces.

The building incorporates well designed grade level entrances from the public right of way for pedestrians, especially for the commercial and live/work components along the two main streets (Cahuenga and Fountain). Pedestrian entrances are ADA accessible.

The building has a significant set-back from the northern end of the site to provide a public pedestrian plaza (on which front the two- story main entry lobby and a commercial space), and the plaza extends through a large multi-level carve-out in the building volume and ends in a formal auto court drop off on Homewood. Viewed through this opening will be a large back-lighted wall sculpture on the south side of Homewood. The plaza will feature landscaping, seating, and potential water features to create the effect of an "outdoor room."

- 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 building perimeter parallels the existing sidewalk to create a strong visual urban street edge, but is penetrated between each building by sculptured sloping slots providing views into and out of the courtyard.

The exterior of the building is heavily articulated by these slots and by plan off-sets, balcony recesses, and solid frame planes which encompass selected portions of the façade to create a large scale hierarchy contrasting with the overall texture of smaller detail elements.

The streetscape is enlivened at ground level by live/work units along the two main streets (Cahuenga and Fountain) providing transparencies and social activity at this level.

The building has a significant set-back from the northern end of the site to provide a public pedestrian plaza (on which front the two- story main entry lobby and a commercial space), and the plaza extends through a large multi-level carve-out in the building volume and ends in a formal auto court drop off on Homewood.

- c) On-Site Landscaping. The project will provide approximately 40,900 square feet of open space, which includes space for an outdoor recreation deck on the second floor, a roof terrace on the seventh floor, a covered deck on the second floor, and a 3,800-square-foot public courtyard at the northern end of the project site, which will feature a variety of flowering trees, an art/sculpture element, and a water feature. The public plaza includes 1,058 square feet of landscaping, the second floor resort deck has 3,700 square feet of landscaping, and the seventh floor sky deck has an additional 1,302 square feet of landscaping. Street trees and parkway landscaping will also be provided.
- 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. The project will include three vehicular access points and a covered drop off zone on Homewood Avenue. Commercial, residential, and visitor parking will be provided from two access points on Homewood Avenue. In addition, project residences will have a dedicated entrance from Fountain Avenue (right-in/right-out driveway).

On-site parking will be provided in a two-level subterranean garage and in the mezzanine level, which is above the ground floor. A total of 567 parking spaces will be provided, which will be enclosed and bounded by residential and commercial uses along Cahuenga Boulevard, Homewood Avenue, and Fountain Avenue.

The project will also include the code required short-term and long-term bicycle parking spaces, to encourage and facilitate the use of public transportation and bicycle use by employees, residents, and visitors. The project includes a designated Class II bike lane along the public easement in the current Homewood Avenue location, which will provide access to the on-site bicycle racks and a separation from vehicles.

The project will provide its main pedestrian access from the public easement in place of Homewood Avenue. Homewood Avenue currently does not provide sidewalks through the project site, so existing pedestrian mobility through the site is limited. There will be walkways provided on both sides of the public easement, marked crossings, and other traffic calming

features. Residents will also be able to access the project site from the surrounding sidewalks along Fountain Avenue, North Cahuenga Boulevard, and Cole Avenue.

- e) Building Signage and Lighting. The Checklist describes signage as part of the visual urban language and contributing to neighborhood identity and “place making”. New signage will be used for building identification, wayfinding, and security markings. Signage for the commercial uses will be similar to other existing streetfront commercial signage in the project area, and used for tenant identification. Pedestrian areas, including the public plaza, will be well-lighted for security. Accent lighting is proposed to complement building architecture. Pole-mounted light fixtures located on-site or within the adjacent public rights-of-way will be shielded and directed towards the areas to be lit. The signage will serve the on-site project activities, consistent with the provisions of the Hollywood Signage Supplemental Use District. No off-site signage is will be constructed, and all signage will be compliant with LAMC signage regulations.

The project will also comply with LAMC lighting regulations that include approval of street lighting plans by the Bureau of Street Lighting; limited light intensity from signage to no more than three foot-candles above ambient lighting; and limited exterior lighting to no more than two foot-candles of lighting intensity or direct glare onto specified sensitive uses.

- 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 project provides adequate sidewalks on all sides of the project. The project site has existing 12 ft. sidewalks along Cole, Cahuenga and Homewood and a 9 ft. sidewalk along Fountain. The project proposes a 10 ft. sidewalk and additional 4 ft public easement along Fountain. All sidewalks will be maintained and improved with street trees, a consistent street wall, street furniture and landscaped planters.
- 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 Residential 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 Cahuenga Boulevard, Fountain Avenue and Cole Avenue by locating building frontages at the property lines, consistent with adjacent commercial development, 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 commercial and live/work

uses 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 project site consists of two full blocks, the northern of which narrows to a point where Cole Avenue meets Cahuenga Boulevard. The site is thus surrounded by streets on all sides. The site design utilizes this unique footprint and incorporates the bisecting Homewood Avenue into the design to provide one cohesive, modern development. The commercial uses at the ground floor are oriented to and help activate the major streets of Cahuenga and Fountain. The natural and artistic elements of the public plaza, situated at the northern portion of the project site, are visible when looking south from Sunset Boulevard, and provide visual appeal. The rooftop is activated with open space oriented towards views of the Hollywood skyline to the north.

Objective 2: Employ Distinguishable and Attractive Building Design

The project exhibits a high quality level of architecture suitable to the regional center, mixed use commercial district. The building perimeter parallels the existing sidewalk to create a strong visual urban street edge, but the massing is penetrated by breaking up the project into individual buildings separated to provide views into and out of the courtyard, but connected by bridges that contribute to the overall articulation of the project. The façade includes off-sets, balcony recesses, and solid frame planes to create a large scale hierarchy contrasting with the overall texture of smaller detail elements.

The building has a significant set-back from the north point of the site to provide a public pedestrian plaza (on which front the two- story main entry lobby and a commercial space), and the plaza extends through a large multi-level carve-out in the building volume and ends in a formal auto court drop off on Homewood. While the building bridges over Homewood, over half of its length remains open to the sky through notch-backs of the building at each end and through a large deck-penetrating oculus whose position reinforces the auto drop-off location.

The choice of off-white and gray creates a sophisticated exterior color palette which differentiates the residential levels from nearby multicolor commercial development.

Objective 3: Provide Pedestrian Connections Within and Around the Project.

The project will enliven the streetscape adjacent to the site at ground level with a number of elements. The commercial space is designed to attract and increase pedestrian activity by facing the Cahuenga Boulevard street frontage. Interest at the street level is created by providing live/work units on the ground along Fountain Avenue and Cahuenga Boulevard, with the landscaped public plaza, and through a unique design element with a public access easement running east-west through the property in the place of the vacated Homewood Avenue. Pedestrians, bicyclists, and vehicles will be able to continue to use this path of travel through the project. As a mixed-use project, there will be residents and visitors on-site throughout the day and night, acting as natural surveillance in addition to security measures such as adequate lighting and clear definition of spaces. These project design features will put eyes on the street and the property. The project's open space in the form of extensively landscaped residential areas, including the ground level plaza at the north end of the property, will make a positive contribution to the neighborhood, where there is a current lack of public space in the immediate vicinity.

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

The project will include two levels of subterranean parking beneath the ground floor of the building plus a third parking area on the mezzanine level, all of which will be full enclosed and not visible from the exterior. Primary vehicular access to the below-grade resident parking will be provided from a driveway accessed from Fountain Avenue. Homewood Avenue will be vacated and used for access to the parking garage for both residential and commercial components of the project, but a public access easement will be maintained across the surface of Homewood Avenue to allow for vehicle, pedestrian and emergency vehicle access through the site. This entrance will be largely out of view from the exterior of the site due to its placement and a large back-lighted wall sculpture that will further screen this driveway.

Objective 5: Utilize Open Areas and Landscaping Opportunities to their Full Potential.

The project includes a significant number of on-site recreational and service amenities, including a swimming pool and spa, indoor fitness center, a recreation room located on the 2nd floor, and outdoor terraces located on the 2nd and 7th floors. Approximately 5,900 square feet of indoor recreational amenities shall be located on the 2nd floor of the building. Residents, as well as the general public, can access the plaza at the north end of the site, using the space as gathering places. A total of 39,125 sf of open space is required, of which 19,512.5 is required for common open space. The project as proposed provides a total of 40,900 sf of open space, with 22,100 sf provided as common open space.

Objective 6: Improve the Streetscape by Reducing Visual Clutter.

Development of the project will alter the existing visual characteristics of the site and its vicinity by adding new visual elements to the project site. The project will demolish the existing structures on a site that is currently utilized by a single-family residence, a 3-unit apartment building, office buildings, an auto repair facility, and surface parking lots. The existing buildings, parking lots, office buildings, auto repair facility, and related landscaping and transmission lines appear somewhat outdated and do not contribute toward creating a valued visual character or image of a neighborhood, community, or localized area. In addition, the existing landscape trees and shrubs and above ground pole mounted electrical transmission lines will also be removed and replaced with new landscaping along streets and within open plazas, and the electrically transmission lines will be placed underground, which will add a beautification element to the project site.

New signage will be used for building identification, wayfinding, and security markings. Signage for the commercial uses will be similar to other existing streetfront commercial signage in the project area, and used for tenant identification.

The project will comply with LAMC lighting regulations that include approval of street lighting plans by the Bureau of Street Lighting; limited light intensity from signage to no more than three foot-candles above ambient lighting; and limited exterior lighting to no more than two foot-candles of lighting intensity or direct glare onto specified sensitive uses.

[Architectural Design Review Urban Design Studio and the Professional Volunteer Program](#)

The project has received extensive feedback regarding its architectural design. On October 28, 2014, the Applicant and representative met with Urban Design Studio staff for an initial preliminary design review. On November 7, 2014, the Applicant and representative again met with Urban Design Studio staff for a follow-up design review. The following recommendations were made at that time to help shape the project:

1. This project will be a major addition at a very visible corner in the Hollywood neighborhood
2. Consider how the project will contribute to the overall streetscape and character
3. Provide more articulation along the western and eastern elevations to break up the building wall and overall massing
4. Apply articulation and modulation strategies through more substantial changes in plane, material, color, etc., to break up the length of the facade into distinct components
5. Any “breaks” in the building wall should be more substantial in width at the ground floor and all upper levels, with minimal structural connections above, to ensure a sufficient break in the building wall
6. Provide more pedestrian connections at the ground floor that create grand entries to the internal plaza area
7. Pedestrian entrances should be widened to allow for sufficient natural light meanwhile providing a break in the building wall
8. Ensure the ground floor spaces are activated through both use (lobby, retail spaces, pedestrian entrances) and design (articulated building wall)
9. Provide details on how the ground floor is treated and/or enhanced
10. Provide additional details on how the paseo and corner plaza will be designed, treated, or activated
11. The corner plaza should be designed as the “node” of the project
12. Provide details on how the creative office components will interact with the plaza, bicycle parking, etc.
13. Provide details on which open spaces are publicly-accessible
14. Consider eliminating the driveway tunnel and removing the podium above the drop-off area, since the proposed “opening” above the tunnel is not sufficient for natural lighting, etc.
15. Should consider providing additional/enhanced public benefits in exchange for the street vacation
16. Provide details on how the proposed loading area in the tunnel will be screened and/or treated
17. The structural awning on top of the roof should be better integrated into the overall building design (rather than tacked on as an after-thought)
18. Avoid excessive nighttime lighting or spillover lighting; moderate architectural lighting may be appropriate if it is delicate, elegant, and integrated with the building design
19. Show the surrounding context in renderings. Ensure the project is compatible with surrounding development patterns or character.

20. Project is subject to the Commercial Citywide Design Guidelines and should ensure it meets the intent of the CDG. In addition, should ensure consistency with the CRA draft Sunset plan and guidelines.
21. Check with BOE on any dedication requirements (ie, on Fountain), LAFD on exiting requirements, and LAPD on the police staging area. Consider providing flex space with temporary programming (in lieu of "dead" space solely for use for police staging activity).

On October 21, 2015, the Applicant and representative again met with Urban Design Studio staff. Studio staff provided general advice on renderings and presentation of the project to the City Planning Commission..

On April 19, 2016, as the Environmental Impact Report was being completed, the project was presented to the Professional Volunteer Program (PVP). The comments made by the professional architects below were included in design feedback provided by City staff to the Applicant the same day via email, regarding the initial project renderings and site plan.

1. The architecture is very unarticulated and incoherent. Different conditions are treated the same, while similar conditions are treated differently. Windows lack any distinguishing treatment.
2. Massing is too imposing. The breaks between massing are very tight, get lost to the extent that they disappear and it still looks like it's all one or two buildings.
3. The route through the vacated Homewood Avenue is barely open to the sky. Only a round hole, not really open.
4. No real indication of entry points in the facade.
5. Live/work facade (plate glass windows?) on Fountain doesn't fit with other treatments, while the live/work units along Cahuenga are even worse with no distinction and little ground floor transparency. Only small windows identify where the live/works units are along Cahuenga.
6. The outdoor recreation deck on the 2nd floor will be largely shaded and the pool isn't in a good spot. It will be shaded the vast majority of the time.
7. The front, public plaza lacks detail and cannot be adequately seen in provided renderings. It needs more specifics and programming, including public benefits.
8. Overall, all open space is very hardscaped.
9. Green walls on Cole are too tall, could use something else in the way of landscaping and better articulation along that frontage.
10. The street trees and front landscaping block the building breaks, further reducing the appearance of any openings/breaks.
11. The Homewood Avenue tunnel is essentially a fancy porte cochere and really doesn't add anything to the project or in the way of community benefit. It is dark and non-welcoming in appearance, could be scary for pedestrians and bicyclists to use. Not open enough to the sky. Nobody will use it.
12. Building materials look low budget.

13. The sail design on the top level is not going to last and/or look good very quickly. Just not going to work well.
14. Not enough specifics or detail shown of the Homewood drive through, including the proposed artistic screening of the parking area.
15. Overall, the project design needs a lot of work. It needs more opening between buildings to break up the massing, and to the sky for livability and public benefit in the public areas.

Staff and City Planning Commission

On the following day, April 20, 2016, Major Project's staff met with applicant, representative and architect to review the PVP comments. Staff made the following additional recommendations:

1. Get rid of green walls on Cahuenga and add glass for more transparency
2. Too many vertical grey bars, especially on Cahuenga façade
3. Make entry/exit along Cahuenga more prominent
4. Vary building height
5. Extend blue glass treatment on plaza façade
6. Make walkways between buildings more transparent
7. Add solar panels to roof
8. Use better colors
9. Provide more street level renderings

On June 7, 2016, following requests made by Major Project's staff to the Applicant's representative for a full, revised set of plans, including elevations, landscape plans, and details such as sidewalk widths, Major Project staff met with the applicant, representative and architect to review the revisions made thus far in response to design feedback. Staff made the following comments/recommendations on the revised project design:

1. Plans/elevations/renderings are inconsistent
2. Live/work units look like retail spaces, no privacy for tenants
3. Still no variation in height
4. Add additional height and overhang to corner of Fountain and Cole
5. Extend balconies/glass along Cole façade
6. Still not showing more transparency along Cole
7. Recess entrances, provide overhangs and/or add stoops to live/work units
8. Reduce size of storage areas in order to recess entrances along Fountain
9. Create mini plaza areas at corners of Fountain/Cahuenga and Fountain/Cole
10. Keep larger panes of glass on Fountain to help mask mezzanine parking level as shown on earlier design

Additional changes were made by the applicant to correct the discrepancies in the renderings and plans and address staff feedback. The revised project with new renderings was presented to the City Planning Commission on June 9, 2016. The Commission had extensive comments:

1. No continuity of architecture, looks different on all sides
2. Landscape plans should be consistent with renderings (like the Jacarandas & palm tree rotating)
3. Show sidewalk widths on all sides
4. Plans should show sidewalks with landscaped parkways to maximize permeability
5. Plans should also show lampposts, street furniture, trash cans, etc.
6. All roads need to be repaved with concrete
7. Move live/work units to Cole frontage
8. Live/work units do not allow for private space will storefront windows
9. Live/work units not very deep
10. Improve façade articulation on all sides, including the northern portion plaza façade
11. Design details at north façade don't wrap around sides
12. Alternative treatment on the roof other than the sail as proposed, the sail has no definition and is too vague
13. Provide a safe pedestrian crosswalk at Homewood across Cahuenga
14. Provide protected turn from Fountain (from west to east, so that a car can make a GREEN arrow protected turn, north onto Cahuenga)
15. Location of dog waste stations and trash bins (and to be maintained by the property owner) should be shown on site plan
16. Provide renderings for all sides of project
17. Plans should be consistent with plans/renderings
18. Project does not seem walkable
19. Elevations are too small
20. Balconies should comply with Downtown Design Guidelines (40 feet from grade, limited to 5-foot projection)
21. All PVP comments should be clearly integrated with before and after renderings/plans

Following the CPC meeting on June 9, 2016, the Applicant has worked with City Planning Department staff to address the concerns of the Commission. There have been three more meetings between the Applicant and Planning staff to review work in progress from the Applicant, to ensure the issues raised were being addressed. These meetings were held on June 23, June 28, and July 8, 2016. Although renderings presented each time were works in progress, the designs showed improvement by the July 8 meeting. Notably, the following elements were addressed:

1. Applicant showed two options for the north façade, one of which worked much better, and didn't take away from the rest of the façade
2. The roof canopy looks better, although it should span the length of the roof
3. The opening on the north looks more defined, bigger, and the deck has now been set back as suggested
4. Cahuenga at Homewood gap looks better
5. There is a higher level of contrast in colors
6. Facades are better integrated with each other
7. A live/work unit originally on Fountain now wraps the corner at Fountain/Cole, and another live/work unit has been added on Cole Avenue to further activate this street frontage, increasing the total number of live/work units in the project from 12 to 13.

Staff continued to emphasize that all plans and elevations should show all the details, including trees and other landscaping, sidewalk and easement widths. Staff also reiterated that the gaps between buildings are important, that the live/work units on Cahuenga should be recessed, and on the Fountain façade, the white solid wall should be lowered to show only the railing for the unit deck above, and the windows of the micro units should be moved to align with the live/work units below.

City Planning staff received a complete set of new drawings, including renderings, elevations, building sections, plot plans, landscape plans, and comparisons between the original design and the current proposed project on Thursday, July 14, 2016. However, the Applicant had erroneously labeled some of the dwelling units as "Airbnb." City Planning staff subsequently received another, revised set of plans on Tuesday, August 2nd, 2016. As part of the redesign, the mix of unit types has changed slightly, although the total number of residential units has remained the same. Vehicular parking counts have also changed slightly, with the addition of designated spaces for the LAPD and car sharing bringing the total number of proposed spaces from 567 up to 589.

The new drawings now clearly detail a number of items, such as sidewalk widths, that were previously unclear or missing. The proposed project's redesign, as shown in the new stamped Exhibit A, dated August 2nd, 2016, shows a number of refinements that represent real progress since the last proposal as presented to the Commission on June 9, 2016. Specific changes include the following elements:

1. An additional live/work unit added to Cole Street.
2. An additional pedestrian entrance lobby to the building added to Cole Street.
3. Additional planters and artificial turf in the northern plaza open space.
4. The rooftop fabric canopy has been replaced with a structural awning/canopy that is more integrated with and spans the entire rooftop deck. The same element can be seen along Cahuenga and Fountain for more consistency.
5. A four foot wide landscaped parkway strip has been added at the curb along all three streets: Cahuenga Boulevard, Cole Avenue, and Fountain Avenue.

6. Patios have been added to the front of the street-level live/work units to provide a more residential ambience and window glazing has been revised. Note that the design of the front porch area changes to provide variety.

Sustainability

The project's proximity to public transportation will reduce vehicle miles traveled for residents and visitors. The project will also promote other alternative transportation modes, including bicycle. The project will include 410 bicycle parking spaces. The project's infill location will promote the concentration of development in an urban location with extensive infrastructure, which reduces the project's carbon footprint.

The project has been designed to meet the Leadership in Energy and Environmental Design (LEED) Green Building Rating System "Certified" standards to reduce energy consumption. The United States Green Building Council (USGBC) developed the LEED rating system to provide standards for environmentally sustainable construction. 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; weather-based 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 shall provide 20 on-site affordable units representing 80-120% (Moderate Income) of the Area Median Income (AMI) as calculated using the Los Angeles Housing & Community Investment Department's Land Use Schedule I.

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

Fountain Avenue (Collector) - A 4-foot wide public access easement along the property frontage to complete a 29-foot half right-of-way, including a 20-foot radius property line return at the intersection of Cole Avenue and Cahuenga Boulevard, to allow expansion of the existing sidewalk and a 3-foot wide landscape strip.

ii. Street Improvements

Cahuenga Boulevard, Cole Boulevard, Fountain Avenue – Widen the existing 9-foot wide concrete sidewalk on Fountain Avenue to a 10-foot wide concrete sidewalk. 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.

Trees: That Board of Public Works approval shall be obtained, prior to the issuance of the Certificate of Occupancy of the development project, for the removal of any tree in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

Note: A request to vacate Homewood Avenue and airspace portions of Cahuenga Boulevard, Cole Avenue and Fountain Avenue has been filed under Bureau of Engineering Vacation File No. VAC-E1401261 and Council File No. 15-0042. This vacation request has not been considered for approval by the City Council. The street improvement outlined herein may be modified to be consistent with the final Council Action under said street vacation request.

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. Sewer

~~Any 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.~~

- i. Catch basins exist in Cahuenga Boulevard, Cole Avenue, Fountain Avenue and Homewood Avenue. Relocate catch basins per B-Permit plan check requirements. Roof drainage and surface run-off from the project shall be collected and treated at the site and directed to the streets via drain system constructed under the sidewalk and through the curb drains connected to the catch basins.
- ii. Sewer lines exist in Cahuenga Boulevard, Cole Avenue, Fountain Avenue and Homewood Avenue. Extension of the 6-inch house connection laterals to the new property line will be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
- iii. 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.

C. 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.

D. 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.
- ii. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

E. 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

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials stamped “Exhibit A” and dated August 2, 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.
 - a. Prior to the issuance of a building permit, the project proponent shall work with Major Projects staff to incorporate the following design elements:
 - i) Live/Work entrances along Fountain and Cahuenga shall be recessed and incorporate the use of architectural elements, including but not limited to, overhangs, stoops, and/or front patios.
 - ii) The glass façade of the live/work units along Fountain Avenue shall be glazed such that transparency is retained for commercial purposes on the ground floor but privacy is ensured for the residential second floor of such units.
 - iii) The building may project over the required sidewalk easement at a height of 40 feet and above to accommodate street trees. Projections permitted in the public right-of-way must comply with LAMC regulations or obtain a revocable permit from Department of Public Works.
 - b. Gates preventing access to pedestrians, bicycles and/or vehicles to the north plaza or Homewood Avenue are prohibited.
 - c. Access to Homewood Avenue shall be available to pedestrians, bicycles and vehicles 24-hours, daily.
 - d. Dog waste stations and trash receptacles shall be provided in the publically accessible north plaza.
 - e. A minimum 6-foot continuous path of travel shall be provided at all sidewalks.
 - f. Continuous landscaped parkways shall be provided, except adjacent to bus stops and in other locations determined by staff to be inappropriate for parkways.

2. **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.

3. **Affordable Units.** The project shall include 20 on-site affordable units representing 80-120% (Moderate Income) of the Area Median Income (AMI) as calculated using the Los Angeles Housing & Community Investment Department's Land Use Schedule I. The applicant shall be permitted to select the location and size of the 20 on-site affordable units.
4. **Housing Requirements.** Prior to issuance of any building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 20 units available to Moderate Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA.
5. **Floor Area.** The total floor area of commercial use shall not exceed 2,570 square feet.
6. **Setbacks.** The requested Zoning Administrator's Adjustment allows for a) a zero-foot east and west side yard setback, in lieu of the 10 feet otherwise required.
7. **Above Grade Parking.** Parking above grade shall be limited to the mezzanine level and enclosed in conformance with the site plan labeled as Exhibit "A", stamped and dated May 27, 2016.
8. **Bicycle Parking.** The project shall provide bicycle parking pursuant to Section 12.21-A, 16, of the LAMC.
9. **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.
 - a. Planters shall provide a minimum soil depth of 24 inches for shrubs and 30 inches for small trees.

10. **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.
11. **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.
12. **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

13. **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.
14. **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.
15. **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.
16. **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.
17. **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.
18. **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.
19. **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.

20. 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.

21. **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
 - 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 and Visual Resources

PDF AES-1: Where project construction is visible from pedestrian locations adjacent to the project site and perimeter walls or fencing do not already exist, temporary construction fencing shall be placed along the periphery of the project site to screen construction activity from view at the street level from off site to the extent practicable.

- Enforcement Agency: Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of City Planning
- Monitoring Phase: Plan Check; Construction
- Monitoring Frequency: Prior to construction; Periodically during construction
- Action Indicating Compliance: Issuance of Certificate of Occupancy or Land Use Permit

PDF AES-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: Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Prior to construction; Periodically during construction
- Action Indicating Compliance: Issuance of Certificate of Occupancy or Land Use Permit

PDF AES-3: All trees to be removed that are 8 inches in diameter at breast height and above shall be replaced on a one-to-one basis with 24-inch box trees or larger.

- Enforcement Agency: Los Angeles Department of City Planning
- Monitoring Agency: Los Angeles Department of City Planning
- Monitoring Phase: Plan Check; Construction
- Monitoring Frequency: Once at plan check and once at field inspection
- Action Indicating Compliance: Landscape architect or contractor compliance report; Field inspection sign-off

PDF AES-4: During construction, lighting shall be shielded and aimed so that no direct beam illumination would fall outside of the project site boundary.

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

- Monitoring Phase: Pre-Construction
- Monitoring Frequency: Once at plan check
- Action Indicating Compliance: Plan approval

PDF AES-5: A Lighting Plan shall be implemented as part of the project that would employ lighting standards for the development, and shall include the following features:

- All project lighting shall be designed to ensure that the project would generate light intensity levels of less than 2.0 foot-candles at the property line of the nearest offsite residence or other light sensitive use, avoid creating new high contrast conditions that also exhibits high context and coverage, and minimize skyglow.
 - Exterior pole and post-mounted lighting within direct view of any residential property shall be located and/or shielded so that view of the fixture source, lens, and reflector is minimized.
 - Exterior bollard luminaires shall be specified to prevent direct view of the light source.
 - Where louvered bollards are specified, they shall use coated lamps.
 - All exterior uplighting fixtures shall be aimed and/or shielded to constrain the light to the object being illuminated and minimize the amount of illumination escaping into the night sky.
 - All exterior uplighting fixtures shall be focused on highlighting or emphasizing architectural features and significant landscaping elements.
 - All interior lighting for parking structures that is visible from areas exterior of the parking structure shall use shielding that blocks direct view of the light source and minimizes the view of reflector or diffuser. Building mounted fixtures shall be shielded so that the source is not directly visible and the view of the fixture lens and reflector is minimized.
 - Building mounted fixtures that are not full-cutoff would be primarily decorative in nature. The predominance of illumination for such areas shall be provided by other luminaires.
 - For pedestrian walkways and plazas, all exterior lighting configurations shall comply with Illuminating Engineering Society of North America (IESNA) procedures, IESNA RP-33-99 14.0 Walkway and Bikeway Lighting, best practice recommendations.
 - For parking structures, all lighting configurations shall comply with Illuminating Engineering Society of North America (IESNA) procedures, IESNA RP-20-98, 10.0 Illuminance Recommendations—Garages, best practice recommendations for typical conditions.
 - For pool lighting, to ensure safety and security, the pool shall be illuminated by recessed wall mounted underwater pool lights and the deck shall be illuminated with low level bollards, wall, and trellis-mounted shielded lighting aimed in a downward orientation. The adjacent pathway areas shall be illuminated during the evening for safety.
- Enforcement Agency: Los Angeles Department of Building and Safety
 - Monitoring Agency: Los Angeles Department of Building and Safety
 - Monitoring Phase: Lighting Plan Check; Construction; Occupancy

- Monitoring Frequency: Once at plan check
- Action Indicating Compliance: Plan approval

PDF AES-6: The Applicant shall provide for the preparation of a street tree plan to be reviewed and approved by the City's Department of Public Works, Street Tree Division. All plantings in the public right-of-way shall be installed in accordance with the approved street tree plan.

- Enforcement Agency: Board of Public Works Urban Forestry Division
- Monitoring Agency: Los Angeles Department of City Planning
- Monitoring Phase: Plan Check and Construction
- Monitoring Frequency: Once during plan check; once during field inspection
- Action Indicating Compliance: Issuance of Certificate of Occupancy

PDF AES-7: All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the City of Los Angeles Department of Planning.

- Enforcement Agency: Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Building and Safety
- Monitoring Phase: Plan Check; Construction
- Monitoring Frequency: Once at plan check; once at field inspection prior to Certificate of Occupancy
- Action Indicating Compliance: Plan approval and issuance of Building Permit; issuance of Certificate of Occupancy

PDF AES-8: New on-site utilities that may be required to serve the project shall be installed underground, where practical. The existing on-site electrical poles along the southern boundary of the west surface parking lot and along Homewood Avenue shall be removed and re-installed underground or relocated to the perimeter utility lines during implementation of the project, subject to approval of the utility company.

- Enforcement Agency: Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Building and Safety
- Monitoring Phase: Plan Check; Construction; and Occupancy
- Monitoring Frequency: Prior to occupancy; For the life of the project
- Action Indicating Compliance: Issuance of Certificate of Occupancy

Air Quality

PDF AQ-1: The project shall utilize off-road diesel-powered construction equipment that meet or exceed the CARB and USEPA Tier 3 off-road emissions standards for equipment rated at 50 hp or greater during the grading, concrete pouring and building construction phases of project construction. The project shall utilize on-road haul trucks that meet or exceed the model year 2010 emission standards. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be

available upon request at the time of mobilization of each applicable unit of equipment.

- Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; Compliance certification report by project contractor

PDF AQ-2: The project has been designed to meet the Leadership in Energy and Environmental Design (LEED) Green Building Rating System standards to reduce energy consumption. Complying with LEED standards improves air and water quality, reduces solid waste, among other benefit. New buildings rated under USGBC perform, on average 25 to 30 percent better than non-rated building in terms of energy use. The project will include one or more of the following Green building features, in addition to the location and transportation factors described above:

- Stormwater quantity and quality control;
 - Mitigation of heat island effects;
 - Light pollution reduction;
 - Use of water efficient landscaping;
 - On-site renewable energy;
 - Enhanced refrigerant management;
 - Use of regional construction materials and certified wood;
 - Use of low-emitting materials;
 - Controllable lighting and thermal systems.
-
- Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety
 - Monitoring Agency: Los Angeles Department of Building and Safety
 - Monitoring Phase: Pre-construction; Construction; Operation
 - Monitoring Frequency: Periodic field inspections during construction
 - Action Indicating Compliance: Field inspection sign-off; Compliance certification report by project contractor; Annual compliance certification report (Operation)

Cultural Resources—Historical

Archaeological Resources

MM ARCH-1: The Applicant shall retain a qualified archaeological monitor who meets the Secretary of the Interior's Professional Qualifications Standards for an archaeologist who shall be present during construction excavations such as grading, trenching, grubbing, or any other construction excavation activity associated with the project. The frequency of monitoring shall be determined by the archaeological monitor based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being

excavated (native versus fill soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered.

- Enforcement Agency: Los Angeles Department of City Planning; Los Angeles
- Department of Building and Safety
- Monitoring Agency: Los Angeles Department of City Planning; Los Angeles
- Department of Building and Safety
- Monitoring Phase: Prior to grading permit; During construction
- Monitoring Frequency: During earthwork
- Action Indicating Compliance: Approval of archaeological monitor; Compliance report by qualified archaeological monitor

MM ARCH-2: In the event that archaeological resources are unearthed during grounddisturbing activities, the archaeological monitor shall be empowered to halt or redirect ground disturbing activities away from the vicinity of the find so that the find can be evaluated. Work shall be allowed to continue outside of the vicinity of the find. All archaeological resources unearthed by project construction activities shall be evaluated by the archaeologist. The Applicant shall coordinate with the archaeologist and the City to develop an appropriate treatment plan for the resources if they are determined to be potentially eligible for the California Register or potentially qualify as unique archaeological resources pursuant to CEQA. Treatment may include implementation of archaeological data recovery excavations to remove the resource or preservation in place.

- Enforcement Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: At time of resource discovery, should it occur
- Action Indicating Compliance: Compliance report by qualified archaeological monitor

MM ARCH-3: The archaeological monitor shall prepare a final report at the conclusion of archaeological monitoring. The report shall be submitted by the Applicant to the City, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures. The report shall include a description of resources unearthed, if any, treatment of the resources, and evaluation of the resources with respect to the California Register. The Applicant, in consultation with the archaeologist and the City shall designate repositories meeting State standards in the event that archaeological material is recovered. project material shall be curated in accordance with the State Historical Resources Commission's Guidelines for Curation of Archaeological Collections.

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

- Monitoring Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Prior to Occupancy
- Action Indicating Compliance: Final Compliance report by qualified archaeological monitor

Paleontological Resources

MM PALEO-1: A qualified Paleontologist shall attend a pre-grade meeting and develop a paleontological monitoring program for excavations into older Quaternary Alluvium deposits. A qualified paleontologist is defined as a paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. The qualified Paleontologist shall supervise a paleontological monitor who shall be present during construction excavations into older Quaternary Alluvium deposits.

Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections shall be determined by the Paleontologist and shall be based on the rate of excavation and grading activities, the materials being excavated, and the depth of excavation, and if found, the abundance and type of fossils encountered.

Excavations for the project shall be monitored on a full-time basis by a qualified paleontological monitor. This paleontological resource monitoring shall include inspection of exposed rock units during active excavations within the geologically sensitive sediments. Monitoring may be reduced if some of the potentially fossiliferous units described herein are determined upon exposure and examination by a qualified paleontologist to have low potential to contain fossil resources.

- Enforcement Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once prior to grading; Ongoing during earthwork in accordance with the monitoring program
- Action Indicating Compliance: Pre-grading meeting; development of paleontological resources monitoring program; Compliance report by qualified Paleontological monitor

MM PALEO-2: If a potential fossil is found, the Paleontological Monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. At the Paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. All efforts to avoid delays in project schedules shall be made. To

prevent construction delays, paleontological monitors shall be equipped with the necessary tools for the rapid removal of fossils and retrieval of associated data.

This equipment shall include handheld global positioning system receivers, digital cameras, and cell phones as well as a tool kit with specimen containers, matrix sampling bags, field labels, field tools (awls, hammers, chisels, shovels, etc.), and plaster kits. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis.

- Enforcement Agency: Los Angeles Department of City Planning
- Monitoring Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: At time of resource discovery, should it occur
- Action Indicating Compliance: Compliance report by qualified Paleontological monitor

MM PALEO-3: Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected shall be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository.

- Enforcement Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: At time of resource discovery, should it occur
- Action Indicating Compliance: Compliance report by qualified Paleontological monitor

MM PALEO-4: Following the completion of the above measures, the Paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the project Applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

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

- Monitoring Frequency: At time of resource discovery, should it occur
- Action Indicating Compliance: Compliance report by qualified Paleontological monitor

Geology

PDF GEO-1: Development will include landscaped and paved open space areas as well as new buildings and non-erosive drainage structures that will be designed to prevent accelerating instability that would constitute a hazard to other properties.

- Enforcement Agency: Los Angeles Department of City Planning
- Monitoring Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once, prior to issuance of grading permit; Periodic field inspections during construction
- Action Indicating Compliance: Issuance of grading permits; Field inspection sign-off; Geotechnical Engineers site visit reports as needed

PDF GEO-2: Subterranean and semi-subterranean structures and basins will include design features to prevent water damage and allow for sufficient percolation or conveyance of storm water. Such design measures may include pile foundations, waterproofing, gravel base material, subdrains, or sump pumps to remove water from beneath the parking garages or other important structures.

- Enforcement Agency: Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction; Operation
- Monitoring Frequency: Prior to issuance of building permit; Periodic field inspections during construction; Prior to occupancy
- Action Indicating Compliance: Field inspection sign-off; Compliance report by qualified Geotechnical and structural engineers as needed

MM GEO-1: A detailed geotechnical and soils investigation and recommendations shall be conducted by a certified civil engineer or registered engineering geologist for review and approval by the City of Los Angeles, Department of Building and Safety. The Report shall include recommendations for siting, slope stability, compaction, fills, and foundations, and other issues deemed appropriate by the civil engineer or engineering geologist. All geotechnical design recommendation shall be included in construction drawings and specifications prior to approval of final project plans and issuance of grading and building permits.

- Enforcement Agency: Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once, prior to issuance of grading permit; Periodic field inspections during construction

- Action Indicating Compliance: Issuance of grading permits; Field inspection sign-off; Geotechnical Engineers site visit reports
- as needed

MM GEO-2: All grading and earthwork recommendations from the project's geotechnical and soils reports, including any updates, must be incorporated into the final project design, including the final grading, drainage, and erosion control plans, or other plans deemed necessary by the City of Los Angeles Department of Building and Safety, or designee, and must ensure they meet the City's building code requirements set forth in the Los Angeles City Planning Department. All grading activities must be supervised by a registered civil engineer or certified engineering geologist. Final grading, drainage, and erosion control plans must be reviewed and approved by the City Department of Building and Safety, or a designee, before the City issues a grading permit.

- Enforcement Agency: Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once, prior to issuance of grading permit; Periodic field inspections during construction
- Action Indicating Compliance: Issuance of grading permits; Field inspection sign-off; Geotechnical Engineers site visit reports as needed

Hydrology and Water Quality

PDF HYD-1: In the unlikely event that subsurface excavation encounters groundwater and requires dewatering during construction, to the extent practicable the Applicant will discharge the water to provide beneficial uses, such as irrigation of adjacent landscaping.

- Enforcement Agency: Los Angeles Department of Building and Safety; Los Angeles Department of Public Works
- Monitoring Agency: Los Angeles Department of Building and Safety; Los Angeles Department of Public Works
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off

Noise

PDF N-1: A Construction Noise Management Plan will be followed throughout any construction activity, and will include the following practices:

- Two weeks prior to the commencement of construction for any phase, notification will be provided to surrounding land uses within 1,000 feet of the project site disclosing the construction schedule, including various types of activities that would be occurring throughout the duration of each construction phase.

- Construction equipment will be properly muffled according to industry standards, be in good working condition and shall include the use of solar-powered generators.
 - Noise-generating equipment and staging areas will be located away from residences where feasible.
 - Electric air compressors and similar power tools rather than diesel equipment will be used where feasible.
 - Construction equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes, unless otherwise more restrictive idling times are specified in project Design Features or mitigation provided in Section Air Quality.
 - Construction vehicles and equipment outfitted with back-up alarms shall utilize “smart back-up alarms” that will generate sound no more than 5- dB louder than the surrounding noise instead of fixed-decibel back-up alarms.
 - Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding residents to contact the job superintendent. If the superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action to the reporting party.
- Enforcement Agency: Los Angeles Department of City Planning; Los Angeles
 - Department of Building and Safety
 - Monitoring Agency: Los Angeles Department of Building and Safety
 - Monitoring Phase: Pre-construction; Construction
 - Monitoring Frequency: Prior to issuance of demolition permit; Periodic field inspections during demolition, grading, and construction
 - Action Indicating Compliance: Approval of Construction Noise Management Plan; Approval of 1,000-foot notification; Field inspections

MM N-1: Temporary construction noise barriers shall be implemented as follows:

- The project shall implement a noise barrier, such as a sound wall or other additional equipment muffler devices, that would achieve a 5–10 dB(A) noise reduction between the project construction and the existing residences to the south of the project site across Fountain Avenue.
 - If related projects adjacent to the project site (i.e. at Academy Square) are occupied by new residents at the time of project construction, then temporary noise barriers shall be provided between the project construction and those occupied units. Based on the exceedance of the thresholds noted in the above analysis (given the distance from the project site and existing sound levels at the respective locations), the barriers shall provide a sound reduction of 5 dB(A) between the project site and the Academy Square project.
- Enforcement Agency: Los Angeles Department of City Planning; Los Angeles
 - Department of Building and Safety
 - Monitoring Agency: Los Angeles Department of Building and Safety
 - Monitoring Phase: Pre-construction; Construction

- Monitoring Frequency: Prior to issuance of demolition permit; Periodic field inspections during demolition, grading, and construction
- Action Indicating Compliance: Field inspection sign-off; Compliance certification report submitted by project contractor

MM N-2: On-site sweeper operations shall be restricted to between the hours of 7:00 AM and 10:00 PM.

- Enforcement Agency: Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Prior to issuance of demolition permit; Periodic field inspections during demolition, grading, and construction
- Action Indicating Compliance: Notification to street sweeper operators; Compliance certification report submitted by project contractor
- Public Services—Police Protection

PDF PS-1: The applicant shall submit site plans and building plans as necessary to the LAPD Crime Prevention Unit to ensure the design incorporates building design standards that enhance police protection and meet Design Out Crime Guidelines. The project includes, but is not limited to, the following features:

- Natural surveillance: Physical features, activities, and people gathering areas are placed in a way that maximizes visibility.
 - Mix of uses that provide good visual connection between uses, and no ambiguous unassigned spaces.
 - Natural access control: Restricting or encouraging people to come into a space through the placement of entrances, exits, fencing, landscaping, and lighting, which provide nighttime vision for pedestrians, homeowners, and business people, and allows pedestrians to see one another.
 - Clear, well-lit paths from the street to the development through parking and landscape areas and within the development to building entries.
 - Territorial reinforcement: The establishment of the building perimeter creates physical attributes to define ownership and separate public and private spaces.
- Enforcement Agency: Los Angeles Police Department
 - Monitoring Agency: Los Angeles Police Department
 - Monitoring Phase: Plan Check; Operations
 - Monitoring Frequency: Prior to issuance of building permit; Periodic field inspections during the life of the project
 - Action Indicating Compliance: Plan approval from LAPD and field inspection report

PDF PS-2: During construction, security measures shall be provided including security fencing, lighting, and locked entries around the construction zones.

- Enforcement Agency: Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Building and Safety

- Monitoring Phase: Demolition, grading, and construction
- Monitoring Frequency: During demolition, grading, and construction
- Action Indicating Compliance: Field inspection report

Transportation and Traffic

PDF TR-1: A truck haul route program would be implemented during all phases of construction to minimize conflicts between haul trucks travelling to and from the project site and through traffic on roadways adjacent to the project.

- Enforcement Agency: Los Angeles Department of Transportation
- Monitoring Agency: Los Angeles Department of Transportation
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Prior to issuance of demolition permit; During hauling
- Action Indicating Compliance: Approval of a haul route program prior to demolition; Compliance certification report submitted by project contractor during construction

PDF TR-2: A construction traffic control plan would be developed prior to construction of the project. The traffic control plan would identify all traffic control measures, signs, and delineators required to be implemented by the construction contractor for the duration of construction activity.

- Enforcement Agency: Los Angeles Department of Transportation
- Monitoring Agency: Los Angeles Department of Transportation
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Prior to issuance of demolition permit; During hauling
- Action Indicating Compliance: Approval of a construction traffic control plan prior to demolition; Compliance certification report submitted by project contractor during construction

PDF TR-3: Construction workers will park in designated areas on-site or another offsite location and shall be driven by shuttle bus to the project site to avoid any parking by construction workers in the residential neighborhood.

- Enforcement Agency: Los Angeles Department of Transportation; Los Angeles Department of City Planning
- Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of City Planning
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Prior to issuance of demolition permit; During demolition, grading, and construction
- Action Indicating Compliance: Approval of designated areas prior to demolition; Compliance certification report submitted by project contractor during Construction

PDF TR-4: Shifts for no more than 40 construction workers will start after 7:00 AM and before 10:00 AM, and end after 3:00 PM but before 6:00 PM in order to avoid the AM peak hour traffic period.

- Enforcement Agency: Los Angeles Department of Transportation; Los Angeles
- Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Prior to issuance of demolition permit; During demolition, grading, and construction
- Action Indicating Compliance: Approval of work schedule prior to demolition; Compliance certification report submitted by project contractor during Construction

PDF TR-5: All heavy truck hauling of construction equipment, construction materials deliveries, and excess soil export will be limited to between 9:00 AM and 3:00 PM, except for City permitted night work between 7:00 PM and 7:00 AM. No idling of haul trucks on public roadways will be allowed.

- Enforcement Agency: Los Angeles Department of Transportation; Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; construction
- Monitoring Frequency: Prior to issuance of demolition permit; During demolition, grading, and construction
- Action Indicating Compliance: Field inspection report; Compliance certification report submitted by project contractor during construction

PDF TR-6: Prior to the issuance of a Certificate of Occupancy for the project, the applicant shall contribute up to \$50,000 towards any necessary fees and/or studies associated with the potential formation of a Preferential Parking district for the area ~~generally bound by~~ including but not limited to Fountain Avenue street to the north, La Mirada Avenue to the south, Cole Avenue to the east, and Cahuenga street to the west.

- Enforcement Agency: Los Angeles Department of Transportation; Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of Building and Safety
- Monitoring Phase: Prior to Certificate of Occupancy
- Monitoring Frequency: Once, prior to issuance of Certificate of Occupancy
- Action Indicating Compliance: Proof of payment to the Los Angeles Department of Transportation, provided to the Department of City Planning

MM TR-1: Construction Traffic Control Plan: Prior to construction, the Applicant shall submit a construction work site traffic control plan to the Los Angeles Department of Transportation (LADOT) for review and approval. The construction work site traffic control plan shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs, and access to abutting properties.

- Enforcement Agency: Los Angeles Department of Transportation
- Monitoring Agency: Los Angeles Department of Transportation
- Monitoring Phase: Pre-construction; construction
- Monitoring Frequency: Prior to issuance of demolition permit; During demolition, grading, and construction
- Action Indicating Compliance: Approval of Construction Traffic Control Plan prior to demolition; Field inspection report; Compliance certification report submitted by project contractor during construction

MM TR-2: Transportation Demand Management (TDM): The project is within a half mile radius of the Hollywood/Vine Metro Red Line Transit Station and allows immediate access to the Metro Red Line rail system. Additionally, a number of Metro and LADOT bus routes are within reasonable walking distance (less than one-quarter mile) from the project site, providing access for project employees, visitors, residents and guests. The project site is surrounded by numerous supporting and complementary uses, such as additional shopping for residents and additional housing for employees within walking distance.

The project shall take advantage of these opportunities through a pedestrian/bicycle friendly design and implementation of a TDM program. The TDM Program applies to the new land uses to be developed as part of the final development program for the project. To the extent a TDM Program element is specific to a use, such element will be implemented at such time that new land use is constructed. Both the pedestrian/bicycle friendly design and TDM program must be acceptable to the Departments of Planning and Transportation. At minimum, the initial program shall include:

1. Bulletin boards, display cases, or kiosks will be provided containing TDM information and literature on the ridesharing, public transit, and bicycle options.
2. As required by the City of Los Angeles Municipal Code, raceways (for Electric Vehicles) to connect electrical power supply lines to vehicle charging stations are to be included in the building construction. Potential tenants will be made aware of these facilities.
3. In addition to the City requirements, the Southern California Air Quality Management District ("SCAQMD") and the State of California have additional TDM requirements. Most importantly, these include Parking Cash-out and Employee Ridesharing Coordinator training for some employers based on thresholds being met.
4. The project will include enrollment in the Metro Business Transit Access Pass (BTAP) program for the project's residents and employees. The passes are sold at a discounted group rate, with fares pre-loaded for annual use.

5. An on-site Transportation Management Coordinator ("TMC") responsible for administering the TDM program will be available for all project residents and employees, regardless of residence location or employer. The TMC will be provided training through the SCAQMD. The contact information of the TMC will be provided at the beginning of the lease and on the TDM bulletin boards. The TMC will be located in the project's leasing office, conveniently and centrally located adjacent to the project plaza central to the project site. The TMC will provide:

- a) Up-to-date transit routing and schedule information;
- b) Brochures and information on all alternative travel modes (including pedestrian and bicycle) services;
- c) Details on all rideshare (carpool/vanpool) opportunities for residents and employees;
- d) Utilizing the Metro B-TAP pass distribution program (if reasonably available to the project);
- e) Bike-to-Work Day, Walk-to-Work Day, and California Rideshare Week promotional materials; and
- f) Airport shuttle coordination.

6. Rideshare (carpool/vanpool) sign-up boards and/or web sites will be provided.

The TMC will monitor the rideshare interest among project users and work to form carpools/vanpools.

7. Design of the project is to be alternative-mode friendly and will provide:

- a) Building entrances have been designed to be oriented toward transit stops and pedestrian ways;
- b) Streetscape improvements will be implemented as part of the project. All site-adjacent sidewalks will be upgraded, and shades providing street trees will be planted. Also, the bus stops on Fountain Avenue at the project adjacent corners will be fully reconstructed with all elements required by the City and Metro (shelter, transit information, benches, etc.);
- c) Short-term and long-term bicycle parking will be provided on-site, accessibly located with direct connections to Cole Avenue, Fountain Avenue and Cahuenga Boulevard, respectively.

8. The project will provide unbundled parking leases for the residential and commercial units, giving residents and employees of the project the chance to opt out of their parking. The intent of such a program is to reduce vehicle commute trips and emissions by offering residents and commercial tenants the option of "cashing out" their subsidized parking space and instead

commute to work via transit, bicycle, carpool/vanpool, or walking. The project site parking will be provided as an option only for all leases and sales.

9. The project TDM shall include a provision requiring compliance with the State Parking Cash-out Law in all commercial leases.

10. Coordination 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 parking spaces on-site for car-share vehicles.

11. One-time fixed fee contribution of \$50,000 shall be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project. This fee shall be paid proper to issuance of occupancy.

A preliminary TDM program, including these measures listed above, shall be submitted to the LADOT for review prior to issuance of the first building permit for the project. A final TDM program shall be submitted and approved by LADOT prior to the issuance of the first certificate of occupancy for the project.

All revisions to the TDM program must reflect the best practices to promote the use of alternative transportation modes and be acceptable to the Departments of Planning and Transportation. To be conservative, no credit was taken for this mitigation measure (i.e., the TDM Plan).

- Enforcement Agency: Los Angeles Department of Transportation
- Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works
- Monitoring Phase: Prior to Occupancy; Operation
- Monitoring Frequency: Prior to issuance of certificate of occupancy
- Action Indicating Compliance: Approval of TDM program; Consistency review as needed

MM TR-3: Signal System Upgrades: The Applicant must upgrade the existing 170 controller to a 2070 controller (the upgrade may require replacement of signal cabinet assembly, including the foundation and conduit connections) and install necessary system loops at the intersections of Fountain Avenue/Cahuenga Boulevard and Ivar Avenue/Selma Avenue.

Install a CCTV camera at the intersection of Franklin Avenue and Gower Street, with the necessary system connections.

- Enforcement Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works
- Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works
- Monitoring Phase: Prior to Occupancy
- Monitoring Frequency: Prior to issuance of certificate of occupancy

- Action Indicating Compliance: Field inspection and sign-off on signal improvement plans; Sign-off on completed construction and installation

MM TR-4: Vine Street and Fountain Avenue: To eliminate the impact at the intersection of Vine Street and Fountain Avenue, the applicant shall restripe Cole Avenue between Homewood Avenue and Fountain Avenue as shown in Figure MM TR-4, Cole Avenue Striping Plan, to convert the operation from a one-way northbound roadway to allow two-way traffic with an Emergency Vehicle Only lane in the median of the section of Cole Avenue between Fountain Avenue and Homewood Avenue and close the portion of Cole Avenue between Homewood Avenue and Cahuenga Boulevard for use by emergency vehicles only. To implement this improvement, the Applicant shall install any traffic signal equipment modifications associated with this change to roadway operations.

An indirect adverse impact would occur as the restriping modification will result in some on-street parking loss. However, this mitigation measure is expected to result in improved circulation around the project. In addition to eliminating the intersection impact, this mitigation measure would provide an indirect beneficial impact as the restriping would improve fire access from the fire station on the west side of Cole Avenue north of Homewood Avenue and would allow for better traffic circulation around the Property.

This mitigation would result in the net loss of fifteen (15) parking spaces along Cole Avenue (the loss of approximately nineteen (19) parking spaces along Cole Avenue would be partially offset by approximately four added spaces due to project closure of existing driveways serving the existing site). In addition, the project will provide twenty-five (25) parking spaces for visitors and ten (10) parking spaces for use by the Los Angeles Police Department in addition to providing City Code required parking for the proposed residential and commercial uses included in the project to offset the loss of parking on Cole Avenue. Also, the roadway reconfigurations adopted as part of the General Plan Mobility Element update would not result in any additional loss of parking spaces. The project traffic distribution percentages at the study intersections with Cole Avenue conversion from one-way to two-way street are presented in the Traffic Study in Appendix IV.M of the Draft EIR. The changes in striping to improve emergency vehicle access described above do not change the conclusions in the Traffic Study as documented in the May 2, 2016 correspondence from the Los Angeles Department of Transportation provided in Appendix A and May 9, 2016 correspondence from Crain & Associates provided in Appendix B of the Errata to the Final EIR.

- Enforcement Agency: Los Angeles Department of Transportation; Los Angeles
- Department of Public Works
- Monitoring Agency: Los Angeles Department of Transportation; Los Angeles
- Department of Public Works
- Monitoring Phase: Prior to Occupancy

- Monitoring Frequency: Prior to issuance of certificate of occupancy
- Action Indicating Compliance: Field inspection and sign-off on roadway improvement plans; Sign-off on completed roadway improvements

Utilities—Water

PDF W-1: The project would incorporate efficient landscaping irrigation systems. Landscape design features shall include the following:

- Expanded use of reclamation of rainwater for on-site irrigation, high efficiency irrigation systems, including weather-based irrigation controllers with rain shutoff technology or smart irrigation controllers for any area that is either landscaped or designated for future landscaping.
 - Use of water efficient landscaping such as proper hydrozoning, turf minimization, and use of native/drought-tolerant plant materials that would comply with the City's landscaping design regulations, as applicable.
- Enforcement Agency: Los Angeles Department of Building and Safety
 - Monitoring Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
 - Monitoring Phase: Plan Check; Prior to Occupancy
 - Monitoring Frequency: Plan Check; Prior to issuance of certificate of occupancy
 - Action Indicating Compliance: Approval of landscape and irrigation plans; Field inspection and sign-off on installation

PDF W-2: The project would incorporate efficient water systems and fixtures:

High-efficiency plumbing fixtures, including: low-flow lavatory faucets with a flow rate of 0.2 gallon per cycle; kitchen faucets with a flow rate of 1.8 gallons per minute; and high-efficiency toilets (1.28 gallons per flush) and urinals (0.125 gallon per flush). The quantity of water (gallons per minute) necessary for fire protection would be based on City-established fire flow requirements established with the Fire Department upon building permit review, but at a minimum would be designed to provide a residual water pressure of 20 PSI in the water system while the required gallons per minute is flowing. The project shall meet all then-current applicable minimum standards for on- and off-site domestic and fire flow requirements as determined by the City through the building process and shall upgrade on- and offsite facilities as needed to meet such requirements.

- Enforcement Agency: Los Angeles Department of Water and Power
- Monitoring Agency: Los Angeles Department of Building and Safety
- Monitoring Phase: Plan Check; Prior to Occupancy
- Monitoring Frequency: Plan Check; Prior to issuance of certificate of occupancy

- Action Indicating Compliance: Approval of water system plans; Field inspection and sign-off on installation

Utilities—Solid Waste

PDF SW-1: The following Project Design Features shall be implemented as part of the project to reduce the solid waste generation during project construction:

- During demolition, renovation, and new construction, a minimum of 65 percent of the nonhazardous demolition and construction debris by weight from construction of the project building shall be recycled and/or salvaged for reuse.
 - During grading and construction, the applicant shall provide separate bins for recycling of construction materials and brush on site. The applicant shall contract with a City-approved hauler to facilitate the recycling of all construction recoverable/recyclable material. A copy of the agreement must be submitted to the Department of Building and Safety.
 - The applicant shall implement a program to purchase materials that have recycled content for project construction and/or operation (i.e., plastic lumber, office supplies). The program may include requesting suppliers to show recycled materials content. To verify compliance, the applicant shall develop an integrated solid waste management program, including recommended source reduction, recycling, composting programs, and/or a combination of such programs.
- Enforcement Agency: Los Angeles Department of Public Works
 - Monitoring Agency: Los Angeles Department of Public Works
 - Monitoring Phase: Prior to Demolition; During demolition, grading, and construction; Operations
 - Monitoring Frequency: Prior to demolition; During demolition, grading, and construction
 - Action Indicating Compliance: Approval of City approved hauler contract agreement; Approval of solid waste management program; Field inspection and sign-off on installation; Program maintenance through the life of the project

Utilities—Wastewater

PDF WW-1: Prior to the development of a new building, the capacity of the on-site sanitary sewers serving the building shall be evaluated based on applicable Bureau of Sanitation and California Plumbing Code standards, and new sanitary sewer lines and connections shall be installed on site as necessary to accommodate proposed flows.

- Enforcement Agency: Los Angeles Department of Public Works; Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Public Works; Los Angeles Department of Building and Safety
- Monitoring Phase: Plan Check; Prior to Construction
- Monitoring Frequency: Plan Check; Prior to issuance of building permit; Prior to occupancy

- Action Indicating Compliance: Approval of sewer system plans; Field inspection and sign-off on installation

PDF WW-2: Necessary project sanitary sewer lines and connections shall be designed and constructed to conform to the applicable Bureau of Sanitation and California Plumbing Code standards.

- Enforcement Agency: Los Angeles Department of Public Works; Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Public Works; Los Angeles Department of Building and Safety
- Monitoring Phase: Plan Check; Prior Construction
- Monitoring Frequency: Plan Check; Prior to issuance of building permit; Prior to occupancy
- Action Indicating Compliance: Approval of sewer system plans; Field inspection and sign-off on installation

“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 4.0:1 provided that:
 - a. The Community Redevelopment Agency, any successor to the Community Redevelopment Agency, or the Department of City Planning of Los Angeles, pursuant to the transfer by ordinance of redevelopment land use plans and function to the City of Los Angeles (CF No. 12-0014-S4), finds that the project conforms to the Hollywood Redevelopment Plan with findings are required by Section 506.2.3 of the Redevelopment Plan.
 - b. The project applicant/subdivider enters into an Owner Participation Agreement.
2. **Maximum Height.** The height of the project shall not exceed 110 feet in height above grade level, not including rooftop structures, as set forth on the attached height exhibit labeled as Exhibit “A”, stamped and dated May 27, 2016, pursuant to Section 12.21.1 of the Municipal Code.

CONDITIONS OF APPROVAL

A. Entitlement Conditions

1. **CRA/LA.** Prior to the issuance of a building permit, the project applicant shall enter into an Owner Participation Agreement with the CRA/LA, a designated Local Authority, the successor agency to the Community Redevelopment Agency of the City of Los Angeles.
2. **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.
3. **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 May 27, 2016.
4. **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.
5. **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

6. **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.
7. **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.
8. **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.

9. **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.
10. **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.
11. **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.
12. **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.
13. **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

1. General Plan Findings

a. 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 Regional Center Commercial in the C4-2D Zone.

The General Plan Framework identifies Regional Centers 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. The development of sites and structures integrating housing with commercial uses is encouraged in concert with supporting services, recreational uses, open spaces, and amenities.”

They are typically high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. Generally, regional centers will range from FAR 1.5:1 to 6:1 and are characterized by six- to twenty-story (or higher) buildings as determined in the community plan. Their densities and functions support the development of a comprehensive and inter-connected network of public transit and services. Such areas have an FAR of 1.5:1 to 6:1, which allow for a significant number of jobs and “function as a hub of regional bus or rail transit.” The corresponding zones for Regional Center land use are C2, C4, P, PB, RAS3, and RAS4.

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 at the southern end of the designated regional center area of the Hollywood Community plan, the proposed project would integrate 369 residential units, including 20 units for Moderate Income households, with 2,570 square feet of ground floor commercial use on a site in close proximity to transit. The project is an approximate 15-minute walk from the Hollywood/Vine Metro Station, or an approximate five-minute ride on the LADOT Hollywood DASH bus to the Hollywood/Highland Metro Station. The DASH runs east-west and stops adjacent to the project site on Fountain Avenue. The project site is also within walking distance of Metro local bus lines 2/302, 4, 210, and Rapid line 704.

The proposed Zone and Height District Change allows for an increase in FAR than would otherwise be allowed with a 2.0:1 FAR. The additional FAR afforded will allow for the development of a variety of unit types and sizes. The C4 Zone permits residential dwelling units to include 400 square feet or 200 square feet in mixed use projects in Regional Center land use areas. Instead, the additional floor area will facilitate a diversity of housing units ranging in size from 442 to 1330 square feet per unit. These units will contribute to the citywide demand in housing and the inclusion of 2,570 square feet of ground floor commercial use as well as live-work units that contribute to the pedestrian orientation of the neighborhood. The project also incorporates a landscaped, public plaza with benches and other streetscape amenities as encouraged by the Framework Element.

b. General Plan Text

- a. Hollywood Community Plan: 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 population and activities projected...”

Objective 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.

To encourage the preservation and enhancement of the varied and distinctive residential character of the Community, and to protect lower density housing from the scattered intrusion of apartments.”

The proposed project includes 369 residential units in a range of sizes, including live-work, micro, studio, one-, and two-bedroom options. The range of sizes, from 442 to 1330 square feet, as well as the specific designation of 20 units for Moderate Income households, is consistent with the community plan objective to accommodate all economic segments of the community and maximize housing choice.

The project provides new housing in a designated high density regional center area characterized by a mixture of commercial, multi-family residential, and public facilities. Adjacent to public transit, the project will provide much-needed new housing and jobs to the Hollywood Plan area, supporting the Community Plan goal of furthering the development of Hollywood as a major center of population, employment, retail services, and entertainment.

- b. Land Use Chapter: The project will support the General Plan Framework Land Use Chapter as it will contribute to the needs of future residents, businesses, and visitors. The project will introduce 369 residential units. 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 3.10.3: 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 3.10.5: Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.

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

The project is located at the southern edge of the Hollywood Regional Center area, adjacent to Public Facility and Medium Residential land uses to the west and south respectively. The project, with a proposed FAR of 4.0:1, is consistent with the regional center designation, accommodating both jobs and a range of housing options to meet the current, regional needs. The proposed project will induce pedestrian activity by replacing an underutilized property with 369 residential units, including live-work and Moderate Income units, as well as 2,570 square feet of commercial use, in a modern, mixed-use development that reinforces the urban character of the community. The project will improve the public streetscape with new street trees, landscaped planters, and street furniture, including a landscaped public plaza with benches and other streetscape amenities at the northern end of the project site. The project utilizes design elements such as separations between buildings and openings between decks to maximize the use of natural light, and will be consistent with lighting standards for nighttime access and use.

- c. Health and Wellness Element: 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 project promotes sustainability and the General Plan Health and Wellness chapter through integrated land use, housing and transportation planning. The key component of greenhouse gas emissions is the reduction of emissions from passenger vehicles, which represents about one-third of overall greenhouse gas emissions in the United States. Land use is among the top strategies to reduce such emissions. The project's location, near major bus lines and a Metro station and land use mix (including housing, employment, and public space), will give residents and visitors the choice to not drive at.

- d. Mobility Element: Cahuenga Boulevard is designated as a Modified Avenue II, with an approximate 56-foot width and 80-foot right of way along the project site's eastern boundary. Cole Avenue is designated as a Modified Avenue II with a 56-foot width and 85-foot right of way along the project site's western boundary. Fountain Avenue is designated as a Collector, with a 40-foot width and a 58-foot right of way along the project site's southern boundary. Homewood Avenue, which the project proposes to vacate, is designated as a Local Street - Standard, with a 36-foot width and a 50-foot right of way.

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. It will repair and improve the sidewalk and streetscape adjacent to the project site, providing a safe and comfortable experience for people who travel by walking, bicycling, or other slower moving modes.

The project site is well served by public transit, including regional and local bus lines (Metro Regional/Local Lines 2/302, 4, 210 and 704 and LADOT DASH Hollywood) as well as the Hollywood/Vine and/or Hollywood/Highland Metro Red line stations, located less than a mile, or a 15 minute walk from the project site. The project includes 39 short-term and 371 long-term bicycle parking spaces and related facilities in accordance with the provisions of the LAMC. The short-term bike parking is conveniently located in a high visibility area of the public plaza at the northern end of project site and on either side of the Homewood Avenue entrances. Long-term bicycle parking is also conveniently located on the Mezzanine level of the interior parking garage.

- e. Sewerage Facilities Element: 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. Street Lights: 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.

2. **Redevelopment Plan Findings (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 or are hereafter amended or supplanted from time to time.”

As previously discussed, the current land use designation for the project site in both the Hollywood Community Plan and the Hollywood Redevelopment Plan is Regional Center Commercial. The project would develop a mix of residential and commercial land uses on the project site. 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. Residential uses may be permitted in commercial areas pursuant to Section 506.3 of the Redevelopment Plan. Therefore, the residential and commercial uses proposed for the project would be consistent with the Regional Center Commercial land use designation.

As set forth in the Redevelopment Plan, development under the Regional Center Commercial designation is generally limited to an FAR of 4.5:1. The project proposes an FAR of 4.0:1. Therefore, the project's FAR would be consistent with the existing land use designation and FAR.

Section 300 of the Redevelopment Plan sets forth 16 goals for the Redevelopment Plan. Redevelopment Plan goals applicable to the project include:

- *Goal 3—Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors;*
- *Goal 9—Provide housing choices and increase the supply and improve the quality of housing for all income and age groups, especially for persons with low and moderate incomes; and to provide home ownership opportunities and other housing choices which meet the needs of the resident population;*
- *Goal 10—Promote the development of sound residential neighborhoods through mechanisms such as land use, density and design standards, public improvements, property rehabilitation, sensitive in-fill housing, traffic and circulation programming, development of open spaces and other support services necessary to enable residents to live and work in Hollywood;*
- *Goal 12—Support and encourage a circulation system which will improve the quality of life in Hollywood, including pedestrian, automobile, parking and mass transit systems with an emphasis on serving existing facilities and meeting future needs.*
- *Goal 14—Promote and encourage development of recreational and cultural facilities and open spaces necessary to support attractive residential neighborhoods and commercial centers.*

Specifically, the project would contribute to these goals through the intensification of the existing developed property, providing an additional supply of 369 dwelling units, including 20 units for Moderate Income households. The mixed-use project will increase the supply as well as the quality of housing options available in the Hollywood community.

The project will improve pedestrian safety through project lighting, signage, and sidewalk and streetscape improvements. The project would support Goal 12 by promoting the use of public transportation and a reduction in vehicle miles traveled by concentrating new development within an area well-served by a variety of transit options.

The project will support Goal 14 by providing approximately 40,900 square feet of open space, including space for an outdoor recreation deck on the second floor, a roof terrace on the seventh floor, a covered deck on the second floor, and a 3,800 square-foot public courtyard at the northern end of the project site, which will feature a variety of flowering trees, an art/sculpture element, and a water feature. The public plaza includes 1,058 square feet of landscaping, the second floor resort deck has 3,700 square feet of landscaping, and the

seventh floor sky deck has an additional 1,302 square feet of landscaping. Street trees and parkway landscaping will also be provided.

Based on the analysis above, the project would be consistent with the Hollywood Redevelopment Plan.

3. 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 modification to the existing “D” Development Limitation to allow a maximum FAR of 4.0:1 in the Hollywood Community Plan for project site. The project will have a FAR of approximately 4.0:1, which will be consistent with the existing Regional Center Commercial land use as well as the C4-2 zoning, which permits an FAR up to 4.5:1 or up to 6.0:1 with City Planning Commission approval. The project will be compatible with the surrounding Regional Center Commercial land use and commercially zoned properties in this area of Hollywood. Surrounding uses within the project vicinity include a mixture of low-, mid-, and high-rise buildings, occupied by commercial, residential, educational, and public facility uses. The surrounding uses were developed over a span of decades and feature a variety of building types and architectural styles.

The design of the mixed-use project will be complementary with its neighboring commercial and residential developments. Currently, there is already a mix of uses in the neighborhood, including grocery stores, restaurants, schools, and recreational facilities within 0.4 miles to the east of the property that can be easily accessed by walking or bicycle. The neighborhood also includes the Cinerama Dome/Arclight Cinemas, Hollywood Recreation Center, De Longpre Park, Pickford Center for Motion Picture Study, LA Film School, Amoeba Music, Hollywood Neighborhood City Hall, elementary schools, and fitness centers, all within walking distance.

Through the provision of additional floor area, the project will provide a wider range of unit sizes, including 20 units for Moderate Income households. The residential units in the mixed-use project will provide additional housing opportunities in an area with a diverse mix of motion picture production facilities, large office buildings, and entertainment venues, thus improving the local jobs/ housing imbalance. The project will also meet the General Plan goal of focusing development near transit stations as it will be located within 0.4 miles from the Hollywood/Vine Metro Redline Station and a number of bus lines.

Permitting additional floor area will allow for larger dwelling units than will otherwise be allowed with a 2.0:1 FAR. The additional FAR afforded will allow for the construction of range of unit types and sizes that can contribute to the expected population growth and will accommodate a diversity of household sizes. The modification to the “D” Development Limitation would permit larger dwelling units in the project. The current C4-2D zoning allows a maximum of 468 units by-right, but with a maximum FAR of 2.0:1, each unit could only average 400.80 square feet ($93,789 \times 2/477 = 400.80$). The development of 369 units is 99 fewer units than allowed under the C4 Zone, but the 2.0 FAR “D” Development Limitation will allow an average unit size of only 508.34 square feet each ($93,789 \times 2/369 = 508.34$), resulting in approximately 35% smaller units than those being proposed (740 square feet). In order to include one- and two-bedroom units, ranging in size from 442 to 1,330, the modification to the “D” Development

Limitation is necessary to allow for area broader range of unit types to support the diversity of household sizes.

There is no detriment to the general welfare of the City, the surrounding community or the future residents of the property because the project's density and scope were designed and are appropriate for the property and the surrounding properties. The general welfare is served by the redevelopment of underutilized properties, in this case four older dwelling units, small offices, an automobile repair facility, and surface parking lots, and development of a high quality mixed use project that will promote pedestrian activity because of its ground floor office use and plaza and location in a transit oriented, regional center area.

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.

4. **D Development Limitation Findings**

In ~~establishing~~ **modifying** "D" Development Limitations, the City Council shall find that any or all the limitations are necessary:

a. To protect the best interest of and assure a development more compatible with the surrounding property or neighborhood, and

The applicant is requesting a change in the existing "D" Development Limitation to increase the maximum Floor Area Ratio (the "FAR") imposed by Ordinance No. 165,661. The Applicant requests that the maximum FAR be revised from 2.0:1 to 3.70:1, pursuant to Los Angeles Municipal Code ("LAMC") Section 12.32. The applicant is requesting that the "D" Development Limitation only be changed for Lots 8-11 and 14-24 of Tract No. 3450 as identified in Ordinance No. 165,661.

The project includes 369 residential units, including 20 units for Moderate Income households, and 2,570 square feet of commercial use. A total of 567 parking spaces will be provided, primarily in a two-level subterranean parking structure, one level at-grade, and one mezzanine level within the building.

The mixed-use project will consist of seven-stories, up to approximately 110-foot tall building. The building is generally consistent with the height and massing of the adjacent government, commercial and residential buildings in the surrounding area, and will be compatible with existing and future development on neighboring properties. The arrangement, bulk and height of the buildings will be compatible with the transition of building heights in the vicinity of the project site, with the tallest buildings focused along the commercial corridor of Sunset Boulevard. The project site is located approximately two blocks south of Sunset, at the southern boundary of the Hollywood Regional Center, and adjacent to medium density residential and public facility uses. In addition, the property located east of the project site is proposed to be developed with a 23-story multi-family residential tower (Academy Square Project). The modified "D" Development Limitation is therefore appropriate to ensure compatibility with these neighboring land uses.

b. To secure an appropriate development in harmony with the objectives of the General Plan, or

The project will provide an additional supply of 369 dwelling units, including 20 units for Moderate Income households, to accommodate the anticipated Citywide population growth.

The medium density, residential/commercial mixed use project will be located in a transit oriented and regional center area near one of the city's major job centers. It is consistent with the following, relevant General Plan Framework Objectives:

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.

4.1: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.

4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.

5.5: Enhance the liveability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

5.7: Provide a transition between conservation neighborhoods and their centers.

5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.

5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.

7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.

The "D" Development Limitation is therefore appropriate to secure an appropriate development in harmony with the objectives of the General Plan.

- c. To prevent or mitigate potentially adverse environmental effects of the Height District establishment or change.**

The project was reviewed by the Lead Agency in accordance with the requirements of the CEQA. An Environmental Impact Report (EIR) was prepared that evaluated in detail the potential effects of the project. All potentially adverse environmental effects of the project were mitigated to a less than significant level, with the following exceptions as identified in the EIR:

- 1) Noise (Construction Vibration –Human Annoyance Only; Cumulative Impacts – Construction Noise & Construction Vibration Only); and
- 2) Transportation/Circulation (Cumulative Impacts – Intersection 7: Cahuenga Boulevard & Fountain Avenue, Intersection 8: Cahuenga Boulevard & Santa Monica Boulevard Only).

Per CEQA Guidelines Section 15093(b), a Statement of Overriding Considerations has been included herein for adoption by the Lead Agency.

The proposed modification to the “D” Development Limitation to allow a FAR of 4.0:1 in lieu of the current FAR of 2.0:1, would not result in any adverse environmental impacts by itself. The number of dwelling units that are permitted will not increase because of the increased FAR, and it is the intensity of the land use types, in this case residential dwelling units and the amount of commercial floor area, that determines environmental impacts such as traffic, air, and noise. Irrespective of the ‘D’ Limitation, up to 369 dwelling units and 2,570 square feet of commercial space could be developed without the modification of “D” Development Limitation, thereby resulting in a smaller range of unit types and sizes, further limiting the ability to capture a diversity of household sizes.

5. Zoning Administrator’s Adjustment Findings

- a. **That while site characteristics or existing improvements make strict adherence to the zoning regulations impractical or infeasible, the project nonetheless conforms with the intent of those regulations.**

The applicant is requesting approval of a Zoning Administrator’s Adjustment to permit zero-foot east and west side yard setbacks in lieu of the 10 feet otherwise required, in conjunction with the redevelopment of the project site. The project includes a total of 347,019 square feet of floor area in new development, with 369 residential units and 2,570 square feet of commercial space.

The primary purpose of a side yard setback requirement is to provide separation between buildings on either side of an interior lot to allow for light and air to penetrate the windows on elevations facing an interior side lot line. In addition, the separation created by side-yard setbacks would typically provide privacy protection to adjacent property owners.

Such regulations, however, are written on a citywide basis and do not take into account individual unique characteristics of a specific property. In this case, the property fronts rights of way on all sides, with the west and east sides of the property on Cole Avenue and Cahuenga Boulevard, respectively, fronting on public streets. There are no buildings within 85-feet of the west side of the property and 80-feet on the east side of the property. Thus, since the side yard setbacks on the property face toward public streets, providing the Code required 10-foot setback would not improve the light and ventilation to the side yard facing facades of the properties across the public streets. Because the side yards abut a public street and not the side yards of other private properties, the elimination of the required setback will not reduce light or air to the properties across the street or create privacy concerns between two adjacent residential properties.

Strict adherence to the Code required setbacks on the west and east property lines of the project site would be impractical, and would result in a pattern of development that is not consistent with other properties in the vicinity that share a zero-foot set back where properties front a public street. Further, as the project occupies two complete blocks, no other property would be negligibly affected by the provision of a zero-foot setback. Although the substandard project site and the existing improvements make strict adherence to the zoning regulations impractical, the project nonetheless conforms with the intent of those regulations.

- b. That in light of the project as a whole, including any mitigation measures imposed, 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 will consist of a seven-story, approximately 110-foot tall, mixed-use building. It will not adversely impact the adjacent properties with respect to light, air, privacy or emergency access and, as designed, will result in development compatible and consistent with surrounding uses. The subject property is surrounded on all sides by Fountain Avenue, Cole Avenue and Cahuenga Boulevard. Surrounding uses include a mix of government buildings, single and multifamily residential uses, commercial and light industrial uses, and surface parking lots. Buildings range from low-rise to high-rise buildings, all of which are physically separated from the project site by secondary and local streets. The 7-story parking structure for the Cinerama Dome/Arclight Cinemas entertainment complex is located one block to the northeast, and the 14-story CNN office building on Sunset Boulevard is located one block to the north of the project site. Other surrounding uses include the Los Angeles Fire and Police Departments, Los Angeles Fire Department Historical Society building and courtyard, Hollywood City Hall, film and audio production companies, and a Fiat auto parts and service warehouse. Setbacks of all adjacent improvements in the Regional Center area have a zero-foot setback where the properties front a public street or right-of-way.

The mixed-use project will promote a synergy between commercially-oriented boulevards and the residential uses adjacent to major thoroughfares, such as the single-family residences along Homewood Avenue west of Wilcox Avenue. It will be consistent with existing and planned land uses within the general vicinity of the property, including the proposed Academy Square project located across Cahuenga to the northeast of the project site. The Academy Square project will include approximately 282,800 square feet of office, ground-floor retail/restaurant, and grocery store uses in three four-story buildings, along with an approximately 215,799-square-foot, 23-story residential tower containing up to 250 apartment units.

The project will improve pedestrian safety through project lighting, signage, and sidewalk and streetscape improvements. The project site has existing 12 ft. sidewalks along Cole, Cahuenga and Homewood and a 9 ft. sidewalk along Fountain. The project proposes a 10 ft. sidewalk and additional 4 ft public easement along Fountain. All sidewalks will be maintained and improved with street trees, a consistent street wall, street furniture and landscaped planters.

The mixed commercial and residential nature of the project results in residents and visitors being on-site throughout the day and night, acting as natural surveillance in addition to security measures such as adequate lighting and clear definition of spaces.

The project will not impact the privacy and light and air for any adjacent properties. The overarching spirit and intent of the regulations of the LAMC are to provide development that is compatible with neighboring uses and the environment in general. In this instance, the proposed project will provide setbacks that are appropriate for the site and compatible with neighboring uses.

In addition, no adverse impacts to the environment will be created from the approval of the reduced side yard setbacks. The project was reviewed by the Lead Agency in accordance with the requirements of the CEQA. An Environmental Impact Report (EIR) was prepared that evaluated in detail the potential effects of the project. All potentially adverse environmental effects of the project were mitigated to a less than significant level related to the project's location, size, height, and operations, with the exception of a significant and unavoidable cumulative transportation impact at the intersections of Cahuenga Boulevard & Fountain Avenue and Cahuenga Boulevard & Santa Monica Boulevard. However, this impact is not directly related to, nor would be created from approval of the reduced side yard setbacks, since the same number of units could potentially be built without the adjustment. Further, the proposed project is subject to review by responsible City agencies, including the Department of Building and Safety to assure compliance with statutory requirements as well as the specific Conditions imposed by this grant. Therefore, the proposed reduction of side yard setbacks will not further degrade any adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

c. That the project is in substantial conformance with the purpose, intent and provisions of the General Plan, the applicable community plan and any applicable specific plan.

The project is consistent with the existing Regional Center Commercial land use as well as the C4-2 zoning, which permits an FAR up to 6.0:1. The project is also consistent with the existing Hollywood Redevelopment Plan, which permits a FAR of 4.5:1, with additional FAR permitted if the project can demonstrate that it meets additional objectives as specified in the Hollywood Redevelopment Plan. An important goal of the Redevelopment Plan is to maximize the opportunity for housing choices in order to encourage the preservation and enhancement of the varied and distinctive character of the community, preserve stable single-family residential neighborhoods, and provide multiple-family dwelling units, which the project helps to achieve with its 369 dwelling units.

The Hollywood Community Plan identifies the following significant objectives:

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

Objective 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.

Objective 6: To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic, and to encourage the expansion and improvement of public transportation service.

The development of the project will provide an additional supply of 369 dwelling units, including 20 units for Moderate Income households, in the City to accommodate anticipated

Citywide population growth. The residential units in the mixed-use project will provide additional housing opportunities in an area with a diverse mix of motion picture production facilities, large office buildings, and entertainment venues, thus improving the local jobs/housing imbalance. The project will also meet the General Plan goal of focusing development near transit stations as it will be located within 0.4 miles from the Hollywood/Vine Metro Redline Station and a number of bus lines. 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.

6. Site Plan Review Findings

a. The project is 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 347,019 square feet of floor area, including 369 residential units, 2,570 square feet of commercial space, 40,900 square feet of open space, 567 parking spaces and 410 bicycle spaces on an irregularly shaped site consisting of two small blocks surrounded on all sides by Cahuenga Boulevard, Fountain Avenue, and Cole Avenue, and bisected by Homewood Avenue. The project's proposed floor area ratio (FAR) will be at or below 4.0:1.

These improvements will replace the existing developments on the property, including a single-family residence, a three-unit apartment building, approximately 18,022 square feet of office space, an auto repair facility, and multiple surface parking lots used by the existing occupants.

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 population and activities projected...

Objective 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.

To encourage the preservation and enhancement of the varied and distinctive residential character of the Community, and to protect lower density housing from the scattered intrusion of apartments."

The proposed project includes 369 residential units in a range of sizes, including live-work, micro, studio, one-, two- and three-bedroom options. The range of sizes (from 442 to 1330 square feet), as well as the specific designation of 20 units for Moderate Income households, is consistent with the community plan objective to accommodate all economic segments of the community and maximize housing choice. The ground floor commercial use and live/work

units will attract pedestrian traffic thereby improving the walkability and pedestrian-oriented scale and character of the neighborhood.

The project helps to preserve the existing, lower density housing in the community plan area by instead providing new housing in a designated high density regional center area characterized by a mixture of commercial, multi-family residential, and public facilities. Adjacent to public transit, the project will provide much-needed new housing and jobs to the Hollywood Plan area, supporting the Community Plan goal of furthering the development of Hollywood as a major center of population, employment, retail services, and entertainment.

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.

b. 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 project includes 369 residential units and 2,570 square feet of commercial space. Approximately 567 parking spaces will be provided, primarily in a two-level subterranean parking structure, one level at-grade, and one mezzanine level within the building. The project will consist of a 7-story, approximately 110-foot tall, mixed-use building. The building is generally consistent with the government, commercial and residential buildings in the surrounding area, and will be compatible with existing and future development on neighboring properties. Properties to the east are designated with Regional Center Commercial land uses, including Academy Square, a proposed 498,599 square-foot mixed-use project. Properties to the south and west are designated with Multi-Family Residential land uses, and the block directly east of the project site is zoned for public facilities and includes the City of Los Angeles Fire Station No. 27, a LA City Fire Department museum, the Hollywood Division Police Station, and Hollywood City Hall, which is a City owned building that includes several City service entities, including offices for Council District 13.

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

- i. Building Design. The basic organization of the project consists of distributing the apartments in five, six-story buildings around a central courtyard containing a pool,

spa and extensive landscaping. The exterior of the building is heavily articulated with openings and plan off-sets, balcony recesses, and solid frame planes which encompass selected portions of the façade to create a large scale hierarchy contrasting with the overall texture of smaller detail elements.

In addition, the project will include landscaping and additional design elements to enhance the aesthetic character of the project site, including a curved shade structure visually floating above the communal roof deck and a large back-lighted wall sculpture in front of the parking entrance along the proposed vacated Homewood Avenue. While the building bridges over Homewood, over half of its length remains open to the sky at each end and through a large deck-penetrating oculus whose position reinforces the auto drop-off location.

- ii. Building Orientation/Frontage. The building perimeter parallels the existing sidewalk to create a strong visual urban street edge, but is penetrated between each building by sculptured sloping slots providing views into and out of the courtyard. The main courtyard and the communal roof deck are oriented to focus on views of the Hollywood sign in the distance, and at a closer point to provide a visual link to Sunset Boulevard to the north. People traveling south on Cahuenga will find their attention drawn to the largest and most sculptural of the view passages into the interior courtyard. The commercial space is designed to attract and increase pedestrian activity by its ground floor location, fronting onto Cahuenga Boulevard.
- iii. Height/Bulk. The project proposes the construction of a seven-story residential mixed-use building ranging from approximately 82 feet to 110 feet in height (based on relative elevation changes in the existing surrounding terrain, which generally slopes from higher elevations in the north to slightly lower elevations toward the south). The building will contain six residential levels above a one-story podium. The building mass above the second floor is designed to appear like five distinct towers, with a minimum 10-foot separation between each tower. The towers will be connected to each other with six-foot wide, pedestrian bridges at each level.
- iv. Setbacks. The project is requesting a Zoning Administrator's Adjustment to allow zero-foot east and west side yard setbacks in lieu of the 10 feet otherwise required. The building perimeter will parallel the existing sidewalk to create a strong visual urban street edge. The building has a significant set-back from the north point of the site to provide a public pedestrian plaza (on which front the two-story main entry lobby and a commercial space), and the plaza extends through a large multi-level carve-out in the building volume and ends in a formal auto court drop off on Homewood.
- v. Open Space and On-Site Landscaping. The project shall provide approximately 40,900 square feet of open space, which includes space for an outdoor recreation deck on the second floor, a roof terrace on the seventh floor, a covered deck on the second floor, and a 3,800 square-foot public courtyard at the northern end of the project site, which shall feature a variety of flowering trees, an art/sculpture element, and a water feature. The public plaza includes 1,058 square feet of landscaping, the second floor resort deck has 3,700 square feet of landscaping, and the seventh floor sky deck has an additional 1,302 square feet of landscaping. Street trees and parkway landscaping shall also be provided.
- vi. Off-Street Parking and Driveways. The project shall include three vehicular access points and a covered drop off zone on Homewood Avenue. Commercial, residential, and visitor parking shall be provided from two access points on Homewood Avenue.

In addition, project residences shall have a dedicated entrance from Fountain Avenue (right-in/right-out driveway).

On-site parking shall be provided in a two-level subterranean garage and in the mezzanine level, which is above the ground floor. A total of 567 parking spaces shall be provided, which shall be enclosed and bounded by residential and commercial uses along Cahuenga Boulevard, Homewood Avenue, and Fountain Avenue.

The project shall also include the Code required short-term and long-term bicycle parking spaces, to encourage and facilitate the use of public transportation and bicycle use by employees, residents, and visitors. The project includes a designated Class II bike lane along the public easement in the current Homewood Avenue location, which will provide access to the on-site bicycle racks and a separation from vehicles. The project shall provide its main pedestrian access from the public easement in place of Homewood Avenue. There shall be walkways provided on both sides of the public easement, marked crossings, and other traffic calming features. Residents will also be able to access the project site from the surrounding sidewalks along Fountain Avenue, North Cahuenga Boulevard, and Cole Avenue.

- vii. Building Signage and Lighting. New signage shall be compliant with LAMC provisions for signage and shall be primarily used for building identification, wayfinding, and security markings. Signage for the commercial uses shall be similar to other existing streetfront commercial signage in the project area, and used for tenant identification. Pedestrian areas, including the public plaza, will be well-lighted for security. Accent lighting is proposed to complement building architecture. Pole-mounted light fixtures located on-site or within the adjacent public rights-of-way will be shielded and directed towards the areas to be lit. The signage will serve the on-site project activities, consistent with the provisions of the Hollywood Signage Supplemental Use District. No off-site signage is will be constructed.

The project complies with LAMC lighting regulations that include approval of street lighting plans by the Bureau of Street Lighting; limited light intensity from signage to no more than three foot-candles above ambient lighting; and limited exterior lighting to no more than two foot-candles of lighting intensity or direct glare onto specified sensitive uses.

- viii. Loading Areas. Loading and service areas will be located entirely within the enclosed parking area, accessible from Cahuenga Boulevard and Cole Avenue and will not affect public circulation.
- ix. Trash Collection. All trash areas are designed to be located within enclosed trash rooms and not visible to the public.

The mixed use 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 compatible with existing and future development on adjacent and neighboring properties.

c. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The project benefits habitability for its residents by putting residents in close proximity to existing community recreational facilities, such as Hollywood Recreational Center. There are

also a myriad of retail and service amenities in the immediate neighborhood along Sunset Boulevard and Vine Street.

The project includes a significant number of on-site recreational and service amenities, including a swimming pool and spa, indoor fitness center, a recreation room located on the 2nd floor, and outdoor terraces located on the 2nd and 7th floors. Approximately 5,900 square feet of indoor recreational amenities shall be located on the 2nd floor of the building. Residents, as well as the general public, can access the plaza at the north end of the site, using the space as gathering places. The residential amenities are wholly within the property, and will not result in detrimental impacts to neighboring properties.

7. Findings of Fact (CEQA)

I. INTRODUCTION

The Environmental Impact Report (EIR), consisting of the Draft EIR and the Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the project at 1331 N. Cahuenga, Los Angeles.

The applicant, Rescore Hollywood LLC, filed a Master Land Use Application with the City on November 17, 2014.

II. ENVIRONMENTAL DOCUMENTATION BACKGROUND

The project was reviewed by the Los Angeles Department of City Planning, Environmental Analysis Section (serving as Lead Agency) in accordance with the requirements of the CEQA. The City prepared an Initial Study in accordance with Section 15063(a) of the State CEQA Guidelines. Pursuant to the provisions of Section 15082 of the State CEQA Guidelines, the City then circulated a Notice of Preparation (NOP) to State, regional and local agencies, and members of the public for a 30-day period commencing January 12, 2015 and ending February 12, 2015. The purpose of the NOP was to formally inform the public that the City was preparing a Draft EIR for the project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR.

In addition, a public scoping meeting was conducted on January 28, 2015, to further inform the public agencies and other interested parties of the project and to solicit input regarding the Draft EIR. The meeting provided interested individuals, groups, and public agencies the opportunity to provide oral and written comments to the Lead Agency regarding the scope and focus of the Draft EIR as described in the NOP and Initial Study. Written comment letters responding to the NOP were submitted to the City by public agencies and interested organizations. Comment letters were received from five public agencies. Also, written comments were provided by an additional seven interested organizations and/or individuals via mail, e-mail or submittal at the NOP scoping meeting. The NOP letters and comments received during the comment period, as well as comment sheets from the public scoping meeting, are included in Appendix I of the Draft EIR.

The Draft EIR evaluated in detail the potential effects of the project. It also analyzed the effects of a reasonable range of four alternatives to the project, including potential effects of a "No project" alternative. The Draft EIR for the project (State Clearinghouse No. 2015011013), incorporated herein by reference in full, was prepared pursuant to CEQA and State, Agency, and City CEQA Guidelines (Pub. Resources Code § 21000, et seq.; 14 Cal. Code Regs. §15000, et seq.; City of Los Angeles Environmental Quality Act Guidelines). The Draft EIR was circulated for a 53-day public comment period beginning on November 12, 2015, which closed on January 4, 2016, beyond the 45 days required by CEQA Guidelines Section 15105(a). Copies of the written comments received during the 53-day public review period are provided in the Final EIR. Pursuant to Section 15088 of the CEQA Guidelines, the City, as Lead Agency, reviewed all

comments received during the review period for the Draft EIR and responded to each comment in Section III of the Final EIR.

The City published a Final EIR for the project on April 11, 2016, which is hereby incorporated by reference in full. The Final EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding objectives and components of the project. The Final EIR addresses the environmental effects associated with implementation of the project, identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts, and includes written responses to all comments received on the Draft EIR during the public review period. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the Final EIR pursuant to CEQA Guidelines Section 15088(b). In addition, all individuals that commented on the Draft EIR also received a copy of the Final EIR. The Final EIR was also made available for review on the City's website. Hard copies of the Final EIR were also made available at four libraries and the City Department of Planning. Notices regarding availability of the Final EIR were sent to those within a 500-foot radius of the project site as well as individuals who commented on the Draft EIR, attended the NOP scoping meeting, or provided comments during the NOP comment period.

An Errata was issued in May of 2016. The Errata identified minor additions and edits to the EIR, including: 1) a clarification indicating that the vacation of the area above 12 feet above street level on Cahuenga Boulevard, Fountain Avenue and Cole Avenue is proposed to allow for balconies to project over this portion of the public right-of-way instead of 20 feet above street level; 2) Project Design Feature, PDF TR-6, was added to ensure that the applicant will provide funds towards establishing a preferential parking district for the community; and 3) Mitigation Measure, MM TR-4, was revised due to the restriping of Cole Avenue during construction that will result in an additional net loss of 15 on-street parking spaces along Cole Avenue. The Errata does not constitute significant new information regarding the project does not result in any new or substantially more severe significant environmental impacts associated with the project. Therefore, re-circulation of the Draft EIR for public review and comment was not required.

A duly noticed public hearing for the project was held by the Hearing Officer on behalf of the City Planning Commission on May 4, 2016.

The documents and other materials that constitute the record of proceedings on which the City's CEQA findings are based are located at the Department of City Planning, Environmental Review Section, 200 North Main Street, Room 750, Los Angeles, California 90012. This information is provided in compliance with CEQA Section 21081.6(a)(2).

III. FINDINGS REQUIRED TO BE MADE BY LEAD AGENCY UNDER CEQA

Section 21081 of the California Public Resources Code and Section 15081 of the CEQA Guidelines require a public agency, prior to approving a project, to identify the project's significant impacts and make one or more of three possible findings for each of the significant impacts.

The three possible findings are:

- A. 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 Finding 1)
- B. 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 Finding 2)
- C. 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 Finding 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. Section 15091 of the CEQA Guidelines requires findings to address environmental impacts that an EIR identifies as “significant.” For each of the significant impacts associated with the project, either before or after mitigation, the following sections are provided:

1. Description of Significant Effects – A specific description of the environmental effects identified in the EIR, including a judgment regarding the significance of the impact.
2. Project Design Features – Reference to the identified Project Design Features that are a part of the project (numbering of the features corresponds to the numbering in the Draft EIR)
3. Regulatory Compliance Measures – Reference to the Identified Regulatory Compliance Measures that are a part of the project (numbering of the measures corresponds to the number in the Draft EIR)
4. Mitigation Measures – Reference to the identified mitigation measures or actions that are required as part of the project (numbering of the mitigation measures correspond to the Mitigation Monitoring and Reporting Program, which is included as Section IV of the Final EIR).
5. Finding – One or more of the three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091.
6. Rationale for Finding – A summary of the reasons for the finding(s).
7. Reference – A notation on the specific section in the Draft EIR which includes the evidence and discussion of the identified impact.

IV. DESCRIPTION OF THE PROJECT

The project would involve the demolition of the existing buildings and construction of a 7-story residential mixed-use building ranging from approximately 82 feet to 110 feet in height, based on relative elevation changes in the existing surrounding terrain, which generally slopes north to south. Existing buildings proposed for demolition include one single-family residence (single-story), a 3-unit apartment building, two office buildings (one 1-story and one 2-story structure), an auto repair facility, and 3 surface parking lots. The project would provide 369 residential units, including 12 live/work units and 30 micro units, approximately 2,570 square feet of commercial space on the ground floor and two levels of subterranean parking, at ground level within the building, and in the mezzanine level above-ground. The project would provide approximately 40,900 square feet of open space, which includes open space on the ground floor accessible to the public, an outdoor recreation and covered deck on the second floor, a roof terrace on the 7th floor, and a gym and recreation room. Parking will be provided in a two-level subterranean garage, at ground level within the building, and in the mezzanine level above ground. The project would include approximately 567 parking spaces and 410 bicycle parking spaces.

V. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT BY THE INITIAL STUDY

The City Planning Department prepared an Initial Study dated December 4, 2014. The Initial Study is located in Appendix I of the Draft EIR. The Initial Study found the following environmental impacts not to be significant or less than significant:

- A. Aesthetics
- B. Scenic Resources
- C. Agricultural And Forest Resources
 - 1. Farmland
 - 2. Existing Zoning for Agricultural Use or Williamson Act Contract
 - 3. Forest Land or Timberland Zoning
 - 4. Loss or Conversion of Forest Land
 - 5. Conversion of Farmland
 - 6. Cumulative Impacts
- D. Air Quality
 - 1. Objectionable Odors
- E. Biological Resources
 - 1. Sensitive Biological Species
 - 2. Riparian Habitat
 - 3. Wetlands
 - 4. Federally Protected Wetlands
 - 5. Local Policies Protecting Biological Resources
 - 6. Movement of any Resident or Migratory Species
 - 7. Habitat Conservation Plans
- F. Geology and Soils
 - 1. Landslides
 - 2. Septic Tanks
- G. Hazards and Hazardous Materials
 - 1. Hazardous Emissions Near School
 - 2. Airport Land Use Plans
 - 3. Private Airstrips
 - 4. Wildland Fires
- H. Hydrology and Water Quality
 - 1. 100-Year Flood Hazard Areas
 - 2. 100-Year Flood
 - 3. Flooding
 - 4. Seiche, Tsunami or Mudflow
- I. Land Use and Planning
 - 1. Physically Divide Established Community
 - 2. Habitat or Natural Community Conservation Plans
- J. Mineral Resources
 - 1. Loss of Availability of Known Mineral Resources
 - 2. Loss of Mineral Resource Recovery Site
 - 3. Cumulative Impacts
- K. Noise
 - 1. Airport Land Use Plans
 - 2. Private Airstrips
- L. Population and Housing

1. Displacement of Existing Housing
 2. Displacement of Existing Residents
- M. Transportation/Circulation
1. Air Traffic Patterns

VI. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT PRIOR TO MITIGATION

The following impact areas were determined to be less than significant, and based on that analysis and other evidence in the administrative record relating to the project, the City finds and determines that the following environmental impact categories will not result in any significant impacts and that no mitigation measures are needed:

A. Aesthetics

1. Visual Character/Quality

Construction activities typically result in a disturbance in both existing natural and developed features, but only on a temporary basis. Views during construction at the project site would include the 7-story mixed-use building in various stages of construction and a wide range of construction equipment and materials. While the building is under construction, framing, scaffolding, and cranes may be visible from off site during construction of the upper stories. While most of the construction will be screened from view at the lower levels, the screen itself can be viewed as visually unpleasant. However, the project site does not contain any scenic resources or landmark features. In addition, the project would not obstruct any prominent unique public view or result in the creation of an aesthetically offensive site during operation of the project. Also, the addition of ground-level commercial uses, perimeter landscaping, open space, artwork, and various aesthetic treatments and pedestrian features would replace the existing fenced parking lots and positively contribute to the visual character/quality of the project site. Therefore, project impacts to the visual character/quality of the area would be less than significant.

2. Scenic Views

The most significant natural landmarks within the City include the San Gabriel and Santa Susana Mountains, which bound the city on the north, the Santa Monica Mountains which extend across the middle of the City, and the Palos Verdes Hills and Pacific Ocean on the south and west sides of the City. The Santa Monica Mountains are the most visible feature from many areas of the City, stretching from Elysian and Griffith parks in Los Angeles to Point Mugu State Park in Ventura County. Views of the Hollywood Hills, part of the Santa Monica Mountains, are visible from various roadways surrounding the project site. However, due to existing development, views are limited from the project site. In addition, the project site is approximately 11 miles northeast of the nearest scenic highway, State Route 2.

Construction activities would introduce a mix of new materials to the project site but would not block views to a degree that would exceed the view blocked by the completed building. At seven stories in height, the completed building would not substantially block views of existing unique scenic or prominent visual resources. The project would be consistent with mid- and high-rise buildings characterizing the core area of Hollywood, and would not substantially alter or change

the character of scenic/panoramic views. Therefore, project impacts to scenic views would be less than significant.

3. Light or Glare

The project would comply with LAMC lighting regulations that include approval of street lighting plans by the Bureau of Street Lighting; limited light intensity from signage to no more than three foot-candles above ambient lighting; and limited exterior lighting to no more than two foot-candles of lighting intensity or direct glare onto specified sensitive uses. Also, the project's façades would not include the use of materials that are highly reflective. Prior to the issuance of a building permit, the type or categories of all exterior glass and architectural features on the building façade and rooftop would be submitted for review to the City's Department of Building and Safety to ensure that highly reflective materials are not utilized.

Security lighting on the construction site would replace existing security lighting on the surface parking lots, and the indoor residential lighting. Project Design Features PDF-AES-4 and PDF-AES-5 would ensure that the construction lighting is limited and that illuminance will not spill over into properties of adjacent residences. Also, with the implementation of Project Design Feature PDF-AES-5 and applicable LAMC regulations, lighting associated with project operation would not substantially alter the character of the off-site areas surrounding the project and would not interfere with the performance of an off-site activity. Therefore, project impacts related to light or glare would be less than significant.

4. Shade or Shadow

The project would add a new 7-story building to the project site. The closest shadow-sensitive users located within the vicinity of the project site are the single- and multi-family residential units located to the south for the project site across Fountain Avenue and the plaza in front of the Los Angeles Fire Department Historical Society Building. The project does not cast over the nearby residents nor over any nearby parks, playgrounds or other sensitive uses, with the exception of the plaza in front of the Historical Society Building. The shadow cast by the project building sweeps rapidly from 9:00 am to 3:00 pm during the winter solstice and 9:00 am to 4:00 pm during the summer solstice. The western portion of the Historic Society Building's plaza is out of the shade by noon and the eastern portion, which is not shaded until 10:00 am, is out of the shade by 1:00 pm during the winter solstice. None of the plaza is shaded during the summer solstice. The project does not shade any portion of the plaza for more than 3 hours at the winter solstice which is below the threshold of significance established by *L.A. CEQA Threshold Guide*. Therefore, shade and shadow impacts would be less than significant.

5. Cumulative Impacts

The project will modify existing urban land uses within the Hollywood Community Plan area of Central Los Angeles; this area is currently fully developed. The closest related project, the Academy Square project, is located adjacent to the northeast of the project site. All related projects would be subject to CEQA compliance and potential mitigation requirements, as well as design review. The intensity of land uses and building scale and massing at both sites will increase. The project and related projects will collectively contribute to the increased intensity of development and urban aesthetic characteristics within the Hollywood area. However, these projects will also remove old and poorly maintained existing development and implement

architecturally appealing modern designs, publicly accessible open space, and pedestrian linkages to contribute toward the beautification of the area consistent with the standards set forth in the Hollywood Community Plan.

While the project will contribute to the overall increase in urban intensity and high density in-fill of the area, the project is consistent with the types of development and improvements envisioned in the long range planning for the area, and is consistent with the aesthetic appeal and sense of place that this project, in combination with related projects, will generate. Therefore, the project's contribution to any adverse aesthetic impacts of cumulative development within the Hollywood area would be less than significant.

6. Project Design Features

The City finds that the Project Design Features listed in Section IV.A of the Draft EIR, incorporated into the project, would reduce the potential aesthetics impacts of the project. The Project Design Features were taken into account in the analysis of potential impacts.

B. Air Quality

1. Construction Emissions

Construction activities of the project would include demolition, grading, building construction, asphalt paving, and architectural coating. Emissions were calculated using the latest California Emissions Estimator Model (CalEEMod) released by the Southcoast Air Quality Management District (SCAQMD) in 2013, with the assumption that construction equipment and activities would operate between 6 and 8 hours per day. Construction activities would include demolition, grading, building construction, asphalt paving, and architectural coating. None of the five construction activities are assumed to be scheduled to occur simultaneously. Emission calculations assume the use of standard construction practices such as compliance with SCAQMD Rule 403 to minimize fugitive dust, which is mandated by Rule 403. Construction of the project would not exceed the applicable SCAQMD daily numeric indicator for criteria pollutants (nitrogen oxide (NOx), volatile organic compounds (VOC), Carbon Monoxide (CO), Sulfur Dioxide (SO₂), Respirable Particulate Matter (PM₁₀), and Fine Particulate Matter (PM_{2.5})).

Assuming a worst-case scenario in which the full set of construction equipment would be used each day throughout the entire construction phase, construction-related emissions generated during project construction would not exceed the thresholds of significance recommended by the SCAQMD. Therefore, construction emissions would be a less than significant impact.

2. Localized Significance Threshold Analysis

Using conservative assumptions in the construction area, the Draft EIR analysis assumed a maximum area of disturbance for each phase based on the CalEEMod calculations for capacity of the equipment, equipment hours, and maximum area of disturbance possible for each piece of equipment. A distance of 25 meters to the nearest sensitive receptors was also analyzed in the Draft EIR for the estimates. Construction and operational emissions would not exceed the localized significance thresholds for CO, NOx, PM₁₀, and PM_{2.5}. These emissions assume the implementation of the Project Design Features PDF-AQ-1 and PDF-AQ-2 that have been incorporated into the project. Therefore, localized significance threshold impacts will be less than significant.

3. Operational Emissions

Operational air emissions from the project were calculated in the Draft EIR using the 2013 version of CalEEMod, taking into account existing land uses. The model was used in the Draft EIR to calculate area source emissions from the increase in overall square footage of the project site and from mobile emissions from increases in vehicle trips, based on an operational year of 2018. Operational emissions would not exceed the significance thresholds for CO₂, NO_x, PM₁₀, or PM_{2.5}. Based on the results shown in Draft EIR Table IV.B-10, operations of the project would not result in emissions that exceed the SCAQMD significance thresholds for any of the criteria air pollutants, and therefore impacts would be less than significant.

4. Microscale CO Hotspot Impacts

The SCAQMD recommends performing a localized CO impact analysis for intersections that change from level of service (LOS) C to D as a result of the project and for all intersections rated D or worse where the project increases the volume-to-capacity ratio by 2 percent or more. No project intersection falls under the SCAQMD's criteria requiring a more detailed localized CO impact analysis since the project will not increase the volume-to-capacity ratio by 2 percent at intersections rated D or worse, therefore impacts would be less than significant.

5. Toxic Air Contaminants

Because the project's construction phases that require the most heavy-duty diesel equipment usage, such as site grading and excavation, would last for a much shorter duration (i.e., approximately 1 month), construction of the project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminants (TAC) emissions. During operations, the on-site use of hazardous materials could potentially generate TAC emissions. However, the small quantities of hazardous materials to be used and stored on the project site during operations are limited to those typically associated with general maintenance of the project site.

Since the project would consist of the development of commercial and residential uses, and would not include any industrial or other land uses involving the use, storage, or processing of carcinogenic or non-carcinogenic toxic chemicals or air contaminants, or the generation of high levels of diesel truck activity, no toxic airborne emissions would result from its implementation. In addition, construction activities associated with the project would be typical of other similar commercial and residential developments in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of TACs from the project site would be less than significant.

6. Consistency with Air Quality Plans and Policies

Overall, the project would result in less-than-significant impacts with regard to localized concentrations of NO_x, CO, PM₁₀, PM_{2.5}, and SO₂ during construction and operation. Project development would not increase the frequency of existing air quality violations, cause, or contribute to new violations, or otherwise delay the attainment of the air quality standards or interim emissions reductions specified in the Air Quality Management Plan (AQMP). Moreover, the project would not exceed the assumptions utilized in preparing the AQMP. Consequently, the project would not have a long-term impact on the region's ability to meet State and federal air quality standards and would be consistent with the AQMP. Therefore, the project would be

consistent with and not conflict with or obstruct implementation of SCAQMD's AQMP and impacts would be less than significant.

7. Cumulative Impacts

Development of the project in conjunction with the related projects in the project site vicinity would result in an increase in construction and operational emissions in an already urbanized area of the City. However, since the construction-related and operation daily emissions associated with the project would not exceed the SCAQMD's recommended thresholds, emissions associated with the project would not be cumulatively considerable. The project would not jeopardize the attainment of air quality standards in the 2012 AQMP for the South Coast Air Basin and the Los Angeles County portion of the South Coast Air Basin. As such, the project would not have a cumulatively considerable contribution to a potential conflict with, or obstruction of, the implementation of all applicable air quality plans.

With the implementation of Project Design Features PDF-AQ-1 and PDF-AQ-2 and Regulatory Compliance Measures RCM-AQ-1 and RCM-AQ-2 for the project, the project's construction and operational emissions are not expected to significantly contribute to cumulative emissions for CO, NOx, PM10, and PM10. As such, the project's contribution to cumulative air quality emissions in combination with the related projects would not be cumulatively considerable. Also, the project would not jeopardize the attainment of air quality standards in the 2012 AQMP for the South Coast Air Basin and the Los Angeles County portion of the South Coast Air Basin. Therefore, cumulative air quality impacts would be less than significant.

8. Project Design Features

The City finds that the Project Design Features listed in Section IV.B of the Draft EIR, incorporated into the project, would reduce the potential Air Quality impacts of the project. The Project Design Features were taken into account in the analysis of potential impacts.

C. Cultural Resources

1. Historical Resources

None of the structures on the project site have been determined to be eligible for inclusion in the National Register of Historic Places or the California Register of Historical Resources, or as a City Historic-Cultural Landmark. As such, project construction would not destroy historic materials that characterize any historic resource either on the project site or in the vicinity of the project site. Historically, the material and visual character of buildings on the project site was non-uniform commercial, industrial, and residential, build out to suit individual tenants. The re-tenanting of these spaces for new residents, and the addition of new commercial leaseholds on North Cahuenga Boulevard, is compatible with the historic development patterns and the character of the project site and the site's context in Hollywood.

The project does not propose or anticipate new additions to any historic resources either on the project site or near the project site. The project would have no impact on the historical resources in the project vicinity, since none are located adjacent to the project site. The project would not alter the surroundings of the project site, and would not impair the historic significance of any resources near the project site, and, therefore impacts would be less than significant.

2. Cumulative Impacts

While there are several individual historic sites in the Hollywood Community Plan area, there are no significant historical resources on the project site. The project is not located within or immediately adjacent to a historic district, and would not impact any nearby off-site historic resources. Therefore, the project's less-than-significant impacts would not contribute significantly to any cumulative impacts to historical resources in the community.

D. Geology and Soils

1. Seismic Fault Rupture

The numerous faults in Southern California include active, potentially active, and inactive faults. The criteria for these three major groups are based on criteria developed by the California Geological Survey for the Alquist-Priolo Earthquake Fault Zoning Program. The project site is not included in a State of California Alquist-Priolo Earthquake Fault Zone or a City of Los Angeles Fault Rupture Study Area. The project site is not located in an Alquist-Priolo Earthquake Fault Zone. The closest active fault is the Hollywood Fault located 1.4 miles north of the project site.

The project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury involving rupture of a known earthquake fault. Project construction would be required to minimize impacts through building code compliance. Therefore, impacts associated with seismic rupture at the project site would be a less than significant and no mitigation measures are required.

2. Subsidence

Groundwater and petroleum are not currently being extracted from the project site and would not be extracted as part of the project. Thus, subsidence as a result of such activities would not occur.

The project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury involving rupture of a known earthquake fault. Project construction would be required to minimize impacts through building code compliance. Therefore, impacts associated with seismic rupture at the project site would be a less than significant and no mitigation measures are required.

3. Expansive Soils

Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away. The on-site near-surface soil was determined to possess low to moderate expansive characteristics, based upon characterization of the site's underlying soils and testing of those soils. According to the preliminary geotechnical evaluation prepared for the project, the project will not be affected by expansive soils.

The project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury involving rupture of a known earthquake fault. Project construction would be required to minimize impacts through building code compliance. Therefore, impacts associated with seismic rupture at the project site would be a less than significant and no mitigation measures are required.

4. Cumulative Impacts

The geographic scope of the cumulative geology and soils analysis is the project vicinity. Geologic, soils and seismicity impacts tend to be localized; therefore, the area near the project site would be most affected by project activities (generally within a 500-foot radius) and would not result in cumulative geology and soils impacts.

Potential cumulative impacts resulting from geological, seismic, and soil conditions would be reduced to less than significant level on a site-by-site basis by modern construction methods and code requirements. Thus, cumulative impacts due to geology and soils associated with the project and related projects are considered to be less than significant.

5. Project Design Features

The City finds that the Project Design Features listed in Section IV.E of the Draft EIR, incorporated into the project, would reduce the potential geology and soil impacts of the project. The Project Design Features were taken into account in the analysis of potential impacts.

6. Regulatory Compliance Measures

The City finds that the Regulatory Compliance Measures listed in Section IV.E of the Draft EIR, incorporated into the project, would reduce the potential geology and soils impacts of the project. The Regulatory Compliance Measures were taken into account in the analysis of potential impacts.

E. Greenhouse Gas Emissions

1. GHG Impact Analysis

The project would generate Greenhouse Gas (GHG) emissions during the earthwork, demolition, and construction phases and from the operation of the new facilities proposed on the project site. Construction emissions would result from construction equipment. Operational emissions would be generated by both area source emissions from building operations (due to energy consumption for lighting, heating, cooling, etc.) and mobile sources (vehicle fossil fuel-burning emissions) because of normal day-to-day activities. The building operations would result in GHG emissions from the use of natural gas, electricity, solid waste, and water consumption. Mobile emissions would be generated by the motor vehicles traveling to and from the project site. Trip generation rates provided in the Draft EIR traffic report for the project were used to estimate the mobile source emissions. The project would generate GHG emissions that would not exceed the SCAQMD targets.

As shown in Draft EIR Table IV.D-3, total construction emissions would be approximately 2,394.18 MTCO₂e/year. Construction emissions amortized over 30 years would be approximately 79.81 MTCO₂e/year. These emissions are below the Business as Usual (BAU) threshold. Also, as analyzed in Draft EIR Tables IV.D-4 and IV.D-5, taking into consideration implementation of all Project Design Features, the project's operational GHG emissions would be substantially reduced. In addition, the project would incorporate environmentally sustainable design features that would be equivalent to the LEED Green Building Rating System, which would reduce GHG emissions by 21.3 percent for energy usage, 21.6 percent for water usage, and 50.0 percent for solid waste. The project's GHG emissions reduction of 17.3 percent compared to the BAU scenario constitutes a break from BAU that exceeds the 15 percent break criteria, as

established through CARB's Climate Change Scoping Plan as necessary to meet the AB 32 goals. Therefore, the project's construction and operational GHG emissions would result in less than significant impacts.

2. Consistency with GHG Plans

Climate change and GHG emissions are governed by an increasingly evolving body of treaties, laws, regulations, and case law. These include the California Global Warming Solutions Act of 2006 (AB 32), Title 24 CALGreen Code and the City's Green Building Code. The project is consistent with these greenhouse gas plans.

The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. The impact of the project would be less than significant.

3. Cumulative Impacts

The geographic extent of GHG emissions is global, and the effect of these emissions on global climate change is potentially world-wide. The contribution of the project to the cumulative effect of global climate change would not be cumulatively considerable.

In the absence of applicable adopted standards and established significance thresholds, and given the project's consistency with State and City GHG emission reduction goals and objectives, the project's contribution to the cumulative impact of global climate change would be less than significant.

4. Project Design Features

The City finds that the Project Design Features listed in Section IV.D of the Draft EIR, incorporated into the project, would reduce the potential greenhouse gas emissions impacts of the project. The Project Design Features were taken into account in the analysis of potential impacts.

F. Hazards and Hazardous Materials

1. Construction Impacts

Construction of the project would involve the use of those hazardous materials that are typically necessary for construction of mixed-use development (i.e., paints, building materials, cleaners, fuel for construction equipment, etc.). No hazardous materials would be utilized during day-to-day operations of the project, other than small quantities of typical household, vehicle, and landscape maintenance materials such as cleaning supplies, paints, oil, grease, and fertilizers, all in accordance with manufacturers' instructions for use, storage, and disposal.

The project is required to ensure the removal and stabilization of present Asbestos Containing Materials (ACMs). Removal of such materials is controlled by applicable regulations, which require testing to be completed and a removal and disposal, in accordance with an approved disposal plan prior to demolition. Removal and disposal pursuant to applicable regulations would avoid and reduce potential exposure to ACMs. Also, any lead-based paints that are found will be safely removed or stabilized in accordance with CalOSHA regulations. In addition, the project would not expose people to risk resulting from the release of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards associated with Polychlorinated

Biphenyls (PCBs). Moreover, implementation of the project according to regulatory standards ensures that investigation and remediation efforts for soil disturbance are coordinated with the oversight of the City Fire Department. Therefore, hazards and hazardous materials impacts associated with project construction would be less than significant.

2. Exposure to Hazardous Materials Generated in the Project Vicinity

According to the Phase I Assessment conducted for the project site, there are 27 hazardous materials sites located within 0.25 miles of the project site. The Fountain-Vine Plaza and Paragon Cleaners sites are the closest contaminated sites to the project site; they are currently under assessment by the LARWQCB and are located down gradient of the project site. Also, the project site is not located within a City-designated Methane Zone or Methane Buffer Zone.

Therefore, potential impacts related to the exposure of hazardous materials are considered to be less than significant.

3. Operational Impacts

Implementation of the project involves the long-term occupation of a mixed-used building with a total 369 residential dwelling units and 2,570 square feet of commercial uses. These uses could expose people to the risk of upset involving the use, storage, or disposal of hazardous materials. project operations will regularly transport, use, and dispose of small amounts of chemicals for general maintenance and cleaning purposes. Given that any increases in transport, use, storage, and disposal of hazardous materials would be minimal and would be regulated under health and safety plans, potential impacts would be less than significant. Operations would be required to maintain Unified Program forms, which include an inventory of chemicals, the amounts, and storage. Given that any increases in transport, use, storage, and disposal of hazardous materials would be minimal and would be regulated under health and safety plans and regulations, potential impacts would be less than significant.

4. Emergency Response Plans

Construction and operation of the project is not anticipated to significantly impair implementation of, or physically interfere with, any adopted or on-site emergency response or evacuation plans or a local, state, or federal agency's emergency evacuation plan.

The project site does not contain any on-site conditions that would require the implementation of new emergency response plans. The occurrence of ACMs, lead-based paint, and PCBs is typical of older development throughout the region. Furthermore, the project would not adversely affect any emergency access routes as identified within the City's General Plan. While the project site is located within proximity to the designated disaster route along Santa Monica Boulevard, the project would be designed to avoid conflicts with traffic movements on local roadways and would facilitate the provision of on-site emergency services. With implementation of Project Design Feature TR-2, impacts are considered to be less than significant.

5. Cumulative Impacts

The geographic scope of cumulative impacts related to hazardous materials is the area within one-quarter mile of the project site, as the project site does not include use of materials that would have effects extending beyond this geographic range.

The project's impact is unlikely to have the potential to combine with impacts of other projects because of the localized nature of the impact, and because appropriate safety, cleanup, and disposal methods would be implemented to reduce the impact to a level that would not combine with impacts from other projects. Therefore, impacts of the project would not have the potential to make a cumulatively considerable contribution in combination with impacts from past, present, or reasonably foreseeable projects and would be considered less than significant. Therefore, with adherence to such regulations, the project's incremental contribution to cumulatively significant impacts, considered together with related projects, would be less than cumulatively considerable.

6. Regulatory Compliance Measures

The City finds that the Regulatory Compliance Measures listed in Section IV.F of the Draft EIR, incorporated into the project, would reduce the potential hazards and hazardous materials impacts of the project. The Regulatory Compliance Measures were taken into account in the analysis of potential impacts.

G. Hydrology and Water Quality

1. Hydrology and Drainage Impacts

The project site imperviousness is approximately 94 percent, and the project would install a new storm drain system to convey on-site flows from the site to the street. Rainwater enters gutters in the nearby roadway system and conveys it to the Ballona Creek channel for dispersal into the Pacific Ocean. The project would not alter the street networks in the project vicinity nor their existing off-site drainage systems.

With project implementation, ground level drainage patterns on the project site would be along a gentle slope from the north to the south with drainage flowing to the existing main line in Cole Avenue. As a result of the vacation of Homewood Avenue, the 15-inch storm drain line will be relocated outside of the project improvements. In the project condition, three existing catch basin laterals located at the intersection of Cahuenga Boulevard and Ivar Ave will discharge into the new storm drain replacement line. Based on the Draft EIR's analysis of the tributary area, the existing 15-inch storm drain line will need to be replaced with an 18-inch line to accommodate a peak flow capacity of 11.48 cfs. In order to keep similar hydrologic characteristics, the project's 18-inch line will be routed to run southerly through Cahuenga Boulevard, continue westerly through Fountain Avenue, and ultimately connect to the existing 54-inch main line in Cole Avenue.

The project would be required to obtain an NPDES General Construction Activity Permit. In accordance with the requirements of the permit, the project would implement a Storm Water Pollution Prevention Plan (SWPPP), which would specify Best Management Practices (BMPs) and erosion control measures to be used during construction that would address both runoff conditions and potential pollution. In addition, the project would be required to comply with City grading permit regulations. Also, the percentage of impervious surface area within the project site will remain substantially the same with the replacement of the existing residential and commercial buildings and surface parking lot with the project development. Therefore, hydrology and drainage impacts would be less than significant.

2. Water Quality Impacts

Potential dewatering, treatment, and disposal of groundwater would be conducted in accordance with the Los Angeles Regional Water Quality Control Board's (LARWQCB's) Waste Discharge Requirements for Discharges of Groundwater from Construction and project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. In addition, the project would be required to obtain a National Pollutant Discharge Elimination System (NPDES) General Construction Activity Permit. The project would generally operate as an impermeable surface, with limited water being discharged into the public drainage system. The project would also comply with all applicable regulatory requirements in order to reduce or eliminate water quality pollutants. Therefore, water quality impacts of the project would be less than significant.

3. Groundwater Hydrology

Groundwater was encountered approximately 44 feet below the surface, and may be encountered during excavation. A dewatering system and/or special founding and slab design would be required. However, groundwater extraction would be minimal and would not affect long-term water table conditions. Also, once the project is completed, the recharge on the project site would be similar to the site's historic contribution to recharge. Therefore, groundwater hydrology impacts associated with the project would be less than significant.

4. Cumulative Impacts

The project, and all of the related projects are located within the highly urbanized portion of Hollywood, which includes mostly impervious surfaces. Given the location of the project and related projects, the cumulative development would not substantially alter the existing drainage pattern of the area. Moreover, the City's Department of Public Works would review each future development project on a case by case basis. Also, related projects would be required to prepare a SWPPP for construction activities and comply with the City's Low Impact Development Ordinance. In addition, no water supply wells, spreading grounds, or injection wells are located within a 1-mile radius of the project site. Operation of the project would not involve the temporary or permanent extraction of groundwater from the project site or otherwise use the groundwater. In the unlikely event that groundwater is encountered, groundwater extraction from a temporary dewatering system may occur during construction activities of the subterranean parking structure. However, this temporary extraction of groundwater would be minimal and would not affect the long-term water table conditions in combination with other related projects. Therefore, the project's hydrology and water quality cumulative impacts would be less than significant.

5. Regulatory Compliance Measures

The City finds that the Regulatory Compliance Measures, listed in Section IV.G of the Draft EIR incorporated into the project, would reduce the potential hydrology and water quality impacts of the project. The Regulatory Compliance Measures were taken into account in the analysis of potential impacts.

H. Land Use and Planning

1. Land Use Compatibility

The project's physical characteristics would not prevent or substantively impair existing adjacent land uses to continue their function. As the project would include uses complementary to those of the surrounding area and create a focal point of uses appropriate for a transit oriented area be consistent with the design of surrounding development, no significant impacts would result from the project with regard to land use functional compatibility.

2. Consistency with Land Use Plans and Policies

The project would be consistent with state, regional and local plans including the 2008 Regional Comprehensive Plan, the Southern California Compass Blueprint Growth Vision, the Hollywood Community Plan, and City Planning and Zoning Code requirements that are applicable to the project site and surrounding area, and impacts would be less than significant.

3. Cumulative Impacts

Development of the project, in conjunction with the identified related projects, would not be expected to result in cumulatively considerable effects with respect to land use regulations. Cumulative impacts would be less than significant.

I. Noise

1. Construction Vibration – Except Human Annoyance

Residences along Fountain Avenue to the south of the project site are the nearest sensitive receptors to construction activities. Vibration levels at these residences would be less than the building damage standard of 0.20 inches per second for non-engineered timber and masonry buildings. The highest estimated vibration levels caused by the project would be for haul trucks traveling over potholes and bumps. However, the estimated vibration levels generated by haul trucks would be below the significance threshold of 0.20 inches per second associated with building damage. Therefore, vibration impacts, except human annoyance, associated with project construction activities would be less than significant.

2. Operational Noise – Except Sweepers

A stationary source of noise would include stationary mechanical equipment, such as heating ventilation and air conditioning (HVAC) equipment on the roofs of the buildings. The noise levels generated by the new HVAC units and exhaust fans for the project could potentially generate noise; however, the mechanical equipment would comply with the regulations under Section 112.02 of the LAMC. Noise levels would also not be increased to unacceptable levels of 70 dB(A) or 75 dB(A), respectively, at adjacent residential and commercial uses. As such, noise impacts to off-site uses from the operation of mechanical equipment at the project site would be less than significant.

In addition, noise from outdoor and open space activity, including low amplified music and sound emissions from human activity, would not exceed LAMC or LA CEQA Guideline thresholds. While noise associated with parking structures can contribute short-term source of noise annoyance several factors related to the existing conditions, project design, and regulatory measures, such

as compliance with the California Building Code, would reduce the effects. Also, vehicle noise impacts would not exceed the 70 dB(A) threshold established under the LA CEQA Thresholds Guide. Finally, composite noise would not exceed LA CEQA Thresholds Guide levels. Therefore, except for sweepers, the project's operational noise impacts would be less than significant.

3. Cumulative Impacts – Operational Noise & Vehicle Noise Only

Due to LAMC provisions that limit stationary-source noise from items such as rooftop mechanical equipment and emergency generators, stationary source noise levels would be less than significant at the property line for each related project. Also the project and related projects cumulative operational noise and traffic noise levels would not exceed the 70 dB(A) threshold established under the *L.A. CEQA Thresholds Guide*. Therefore, operation noise and vehicle noise impacts would be less than significant.

4. Project Design Features

The City finds that the Project Design Feature listed in Section IV.I of the Draft EIR, incorporated into the project, would reduce the potential noise impacts of the project. The Project Design Feature was taken into account in the analysis of potential impacts.

5. Regulatory Compliance Measures

The City finds that the Regulatory Compliance Measure listed in Section IV.I of the Draft EIR, incorporated into the project, would reduce the potential noise impacts of the project. The Regulatory Compliance Measure was taken into account in the analysis of potential impacts.

J. Population, Housing and Employment

1. Induce Population Growth Directly or Indirectly

Construction of the project would result in increased employment opportunities in the construction field, which could potentially result in increased permanent population and demand for housing in the vicinity of the project site, but construction workers are unlikely to relocate their households to nearby the project. In addition, operation of the project would generate approximately 13 employees. This increase would be within the parameters of SCAG's forecast of 82,500 additional jobs in the City between 2008 and 2020. Also, the project's addition of up to 369 residential dwelling units would be within the SCAG's anticipated growth rate.

The project's growth projections are below the amount of development anticipated in the Hollywood Community Plan area for the near-term and substantially below projections for the longer term in the SCAG projections. SCAG projections have been used in the analyses of impacts consistent with the 2012 RTP. Further, the development is within the growth expected and planned for in the 1988 Hollywood Community Plan. The project's growth contributes to a growth pattern that is encouraged in the Community Plan and in SCAG policies for development that reduces reliance on individual automobiles, with related lessening of impacts on the environment. Therefore, the project is consistent with the growth projections contained in the applicable regulatory documents. Impacts would be less than significant.

2. Cumulative Impacts

The project plus related projects would create a total of 8,831 housing units and generate 18,441 new residents and 18,692 new full-time employees. The population and housing growth

estimates are within the estimated growth rates for the Hollywood Community Plan area. Cumulative impacts related to employment, housing and population growth associated with the construction and operation of the project would be within the growth forecasts of the Community Plan area, and the SCAG for the City subregion and would be less than significant.

K. Public Services and Recreation

1. Fire Protection

Construction on the project site would increase the potential for accidental on-site fires from such sources as the operation of mechanical equipment and use of flammable construction materials. In most cases, the implementation of “good housekeeping” procedures by the construction contractors and the work crews would minimize these hazards. In addition, the increase in employees and visitors to the project site generated by the project would potentially increase demand for fire protection services. The project would not require the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service due to compliance with State and City regulatory requirements and guidelines that address fire flow, fire safety, emergency response times, and emergency access as well as the implementation of project Design Features related to a sprinkler system. With implementation of Regulatory Compliance Measures RCM FP-1 through RCM FP-6, project and cumulative fire protection impacts would be less than significant.

2. Police Protection

The project may require temporary additional LAPD involvement due to the construction activities. However, this potential impact is addressed through a number of security measures to protect the public safety and limit access to the active construction areas, including controlled access, private security, construction fencing, locked entry, and security lighting and project Design Feature PDF PS-1. During operation, the project’s impacts would be less than significant due to Project Design Feature PS-1, which requires security features to assist in crime prevention efforts and to reduce the demand for police protection services including a design that allows for natural surveillance, centralized connected common areas and pathways with lighting that allow for visibility for policing, and territorial enforcement appearance to keep perpetrators out. In addition to Project Design Feature PDF PS-1, the project applicant may also provide access control through video surveillance, and security personnel (as needed). Therefore, project and cumulative police protection impacts would be less than significant.

3. Schools

The Los Angeles Unified School District (LAUSD) currently provides public education services for the residents of Los Angeles. Students generated by the project would attend Selma Avenue Elementary School, Bancroft Middle School, and Hollywood High School. The total increase of students as a result of the project can be accommodated within the existing LAUSD system. Therefore, project and cumulative impacts on schools would be less than significant.

4. Project Design Features

The City finds that the Project Design Features listed in Section IV.K of the Draft EIR, incorporated into the project, would reduce the potential Public Services impacts of the project. These Project Design Features were taken into account in the analysis of potential impacts.

5. Regulatory Compliance Measures

The City finds that the Regulatory Compliance Measures listed in Section IV.K of the Draft EIR, incorporated into the project, would reduce the potential Public Services impacts of the project. The Regulatory Compliance Measures were taken into account in the analysis of potential impacts.

L. Recreation

1. Construction Impacts

The Hollywood Recreation Center is approximately 0.5 miles from the project site. The Hollywood Recreation Center would potentially be impacted by construction activities. However, the project Applicant is required to prepare a construction management plan for approval by the LADOT. A construction management plan would be put in place throughout construction to minimize temporary construction impacts and maintain existing access for land uses in proximity of the project site. Therefore, construction impacts on park and recreational facilities would be less than significant.

2. Operational Impacts

The addition of the project's 741 residents would result in a negligible decrease on the City's targeted parkland-to-resident ratio. Also, the project would provide approximately 40,900 square feet of open space, which includes space for an outdoor recreation deck on the second floor, a roof terrace on the seventh floor, a covered deck on the second floor, and a gym and recreation room. It is anticipated that residents would prefer the use of on-site facilities over public park facilities primarily due to convenience, proximity, and a mix of facilities tailored to meet the needs of the project residents. Also, the project Applicant will pay a fee of \$200 per dwelling unit for the acquisition and development of park and recreational sites and facilities.

The project would create an additional demand on the use of parkland in the project vicinity, as well as within the City as a whole. However, it is anticipated that project residents would utilize the on-site facilities over public park facilities. Residual off-site park usage would likely be dispersed to a large number of City parks, such as the regional facility of Griffith Park. Additionally, project residents would most likely visit the total of eight neighborhood and community parks that currently serve the project area with a 2-mile radius. Therefore, the project's contribution to park use would not cause substantial degradation of existing facilities or require the construction of a new public park. Implementation of Regulatory Compliance Measure RCM REC-1 would require the payment of in-lieu fees pursuant to the LAMC and impacts would be considered less than significant.

3. Cumulative Impacts

Related projects in conjunction with the project would increase the use of existing park and recreational facilities within the Community Plan area and City. A majority of these related projects are larger developments requiring CEQA review. As with the project, these related projects would be analyzed for their individual impacts on park and recreational facilities within the City and would be subject to those provisions pursuant to Sections 12.21, 12.33, and 17.12 of the LAMC. For those related residential projects that would not implement park and recreational facilities pursuant to Sections 17.12 and 12.33 of the LAMC, a fee of \$200 per

dwelling unit would be paid to the “Park and Recreational Sites and Facilities Fund,” in accordance with Section 21.10.3 of the LAMC. Therefore, with the residual dispersed nature of the additional population and provision of mitigation measures to address potential cumulative impacts on park and recreational facilities, cumulative impacts are considered to be less than significant.

4. Regulatory Compliance Measures

The City finds that the Regulatory Compliance Measure listed in Section IV.L of the Draft EIR, incorporated into the project, would reduce the potential recreation impacts of the project. The Regulatory Compliance Measure was taken into account in the analysis of potential impacts.

M. Transportation/Circulation

1. Construction Impacts

Construction would occur in several phases, including the demolition of existing on-site uses, excavation and excess soil removal during grading, construction of the new building, parking structure, paving, and architectural coating. These construction activities would occur on-site with minimal intrusion into public streets. The project would not include more than 40 construction worker trips within peak traffic hours. The project’s maximum construction traffic volume-to-capacity (V/C) ratio would be 0.007, which does not exceed the threshold which would cause a significant impact at any of the intersections. In addition, hauling would be limited to the hours of 10:00 AM and 3:00 PM on weekdays, which are nonpeak traffic hours. With the inclusion of Project Design Features PDF TR-1 through PDF TR-6, impacts would be less than significant.

2. Operational Impacts – Except Intersection 7 (Cahuenga Boulevard/Fountain Avenue (AM Peak Hour))

Trip generation estimates were developed for traffic volumes on a daily basis for AM and PM peak hours. The most recent trip generation rates from *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012) were used to develop the project trip generation estimates. As analyzed in Draft EIR Table IV.M-7, Project Trip Generation, the project will generate approximately 2,226 new trips per day at the area intersections, including 159 trips during the AM peak hour (20 inbound, 139 outbound), and 197 trips during the PM peak hour (139 inbound, 58 outbound). As shown in Draft EIR Table IV.M-9, Existing with Project (Year 2014) Intersection Peak-Hour Levels of Service, ten (10) of the eleven (11) study intersections would be less than significantly impacted by project traffic. Therefore, with the exception of the AM peak traffic hour at the intersection of Cahuenga Boulevard and Fountain Avenue, operational impacts would be less than significant.

3. Cumulative Impacts - Except Intersection 7 (Cahuenga Boulevard and Fountain Avenue), Intersection 8 (Cahuenga Boulevard and Santa Monica Boulevard), and Intersection 10 (Vine Street and Fountain Avenue)

(i) Construction Traffic

With implementation of Project Design Features PDF TR-1 through 5, and similar features which would be required for the related projects, construction traffic, would only be temporary and, therefore less than significant.

(ii) Operational Traffic

As shown in the Draft EIR, Table IV.M-14, Intersections 1 through 6 will not have a significant impact because the combined traffic generated by the project and the related projects result in a change of vehicular volume-to-capacity (V/C) that does not exceed the level of significance thresholds established by the City.

If construction of the Academy Square project overlaps with construction of the project, a significant cumulative impact could result. However, pursuant to Project Design Features PDF TR-1 through TR-4, the project will include a construction traffic control plan and will avoid AM and PM peak traffic hours for construction worker trips to the project and for hauling activity. Similarly, related projects, including the Academy Square project would be required to implement numerous measures to reduce construction-related traffic impacts, including preparation and implementation of a truck haul route program and the commute of workers to the project sites during nonpeak hours as a condition of approval. Also, the project is expected to add approximately 159 trips during the AM peak hour (20 inbound and 139 outbound) and 197 trips during the PM peak hour (139 inbound and 58 outbound) to the adjacent street system. Therefore, project trip generation does not exceed 150 trips in either direction during either of the peak hours and would not exceed the Congestion Management Plan (CPM) threshold for further freeway analysis of the V/C ratio. Moreover, the project would not result in land-use incompatibilities that would lead to the creation of traffic hazards or emergency access. Consequently, the project's contribution would not be cumulatively considerable and the project's cumulative impacts would be less than significant.

4. Project Design Features

The City finds that the Project Design Features listed in Section IV.M of the Draft EIR, incorporated into the project, would reduce the potential transportation/circulation impacts of the project. The Project Design Features were taken into account in the analysis of potential impacts.

N. Utilities

1. Water

Construction activities would require minimal water consumption and would not be expected to have an adverse impact on available water supplies or the existing water distribution system. The Los Angeles Department of Water and Power (LADWP) has adequate supply to accommodate the anticipated water demand during construction and operation of the project. The project is also consistent with SCAG's forecast for the City Subregion and the Urban Water Management Plan (UWMP) projections for future growth and water demand and supplies in the LADWP service area. Also, as to cumulative water impacts, the City has strategies in place for addressing future water needs, with analyses of future supply of and demand for water resources. The City's estimate of future demand accounts for the demand for water resources from the cumulative development. Growth from the related projects identified is within the overall expected growth in the City's future demand. With the incorporation of Project Design Features PDF W-1 and PDF W-2, project and cumulative water impacts would be less than significant.

2. Wastewater

During construction of the project, a negligible amount of wastewater would be generated by construction staff. During operation, the net increase in wastewater generation would be approximately 38,211 gpd, which is below the 48,392 gpd that was approved for the project by the City Bureau of Sanitation. These estimates are conservative as the project's water conservation features would reduce the wastewater generation from these estimated values. Also, as to cumulative wastewater impacts, monitoring of wastewater flows and identification of the needs for future treatment capacity will be implemented by LADPW and LADWP, with ongoing 5-year review of the IRP. With the incorporation of Project Design Features PDF WW-1 and PDF WW-2, project and cumulative wastewater impacts would be less than significant.

3. Solid Waste

The project would generate construction debris as the result of demolition of the existing buildings and surface parking lots on the project site, excavation, and construction of the new building. The long-term operation of the project would introduce a new residential population and new commercial uses to the project site, which would generate net new solid waste that requires disposal, some of which would end up at County landfills sites.

At the same time, the project would include design provisions that respond to compliance measures and public goals that address reductions in waste generation and the resulting waste stream. The project would be designed to comply with the City's Green Building Code, which builds upon and sets higher standards than those incorporated in CALGreen, the City's Waste Hauler Permit Program, and the Space Allocation Ordinance that sets forth requirements for the inclusion of recycling areas or rooms within development projects. The project would also include as design features recycling areas for tenants, provision of information to tenants regarding the types of materials collected for recycling and nature of recycling facilities on the premises, and hauling of recyclables. Further, construction wastes would be hauled by permitted haulers and taken only to City Certified C&D Processing Facilities that are monitored for compliance with recycling regulations.

Project-generated demolition and construction-related waste (i.e., asphalt and construction debris) would represent a very small percentage of the inert waste disposal capacity in the region. The Sunshine Canyon Landfill would have adequate capacity to accommodate the daily operational waste generated by the project. Further, cumulative waste generation would not exacerbate the estimated landfill capacity requirements addressed for the 15-year planning period ending in 2028, or alter the ability of the County to address landfill needs via existing capacity and other options for increasing capacity. As to solid waste impacts, cumulative waste generation would not exacerbate the estimated landfill capacity requirements addressed for the 15-year planning period ending in 2028, or alter the ability of the County to address landfill needs via existing capacity and other options for increasing capacity. Therefore, with the implementation Regulatory Compliance Measures RCM SW-1 through RCM SW-3, project and cumulative solid waste impacts would be less than significant.

4. Cumulative Impacts

As to water cumulative impacts, the City has strategies in place for addressing future water needs, with analyses of future supply of and demand for water resources. The City's estimate of future demand accounts for the demand for water resources from the cumulative development. Growth from the related projects identified is within the overall expected growth in the City's future demand.

As to wastewater, monitoring of wastewater flows and identification of the needs for future treatment capacity will be implemented by City's Department of Public Works (LADPW) and Department of Water and Power (LADWP), with ongoing 5-year review of the City's Integrated Resources Plan (IRP). The City is embarking on a larger-scale effort to develop the next IRP, a process that is estimated to begin in 2015 and that would cover water resources planning beyond the year 2020. The City proposes to continue and strengthen the close partnerships built through the 2006 IRP and to begin the development of the new IRP that will allow the City to effectively manage its water resources beyond 2020 by utilizing the best and most feasible practices and technologies available.

As to solid waste, cumulative waste generation would not exacerbate the estimated landfill capacity requirements addressed for the 15-year planning period ending in 2028, or alter the ability of the County to address landfill needs via existing capacity and other options for increasing capacity.

5. Project Design Features

The City finds that the Project Design Features listed in Section IV.N of the Draft EIR, incorporated into the project, would reduce the potential utilities impacts of the project. The Project Design Features were taken into account in the analysis of potential impacts.

6. Regulatory Compliance Measures

The City finds that the Regulatory Compliance Measures listed in Section IV.N of the Draft EIR, incorporated into the project, would reduce the potential utilities impacts of the project. The Regulatory Compliance Measures were taken into account in the analysis of potential impacts.

VII. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT AFTER MITIGATION

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

A. Geology

1. Ground Shaking

The project site is located in a seismically active region, and future users on the project site would be exposed to seismic ground shaking. However, the ground shaking would be no higher than in

most areas of the City or elsewhere in the region. Compliance with Mitigation Measures MM GEO-1 and MM GEO-2 are required to ensure that individual components of the project design plan approval and implementation will include the recommendations contained within the current and any future Geotechnical Investigations to reduce seismic shaking impacts. In addition, design and construction in accordance with the California Building Code and Los Angeles Building Code requirements would adequately mitigate impacts from ground shaking to less than significant levels.

2. Liquefaction

Liquefaction is the process in which saturated, silty to cohesionless soils below the groundwater table temporarily lose strength during strong ground shaking as a consequence of increased pore pressure during conditions such as those caused by earthquakes. The project site is not located in a liquefaction zone. Nevertheless, with implementation of Mitigation Measures MM GEO-1 and MM GEO-2, all soils encountered during specific soil testing and engineering for all improvements would meet requirements for liquefaction, lateral spreading, and settlement in order to reduce potential impacts to less than significant.

3. Sedimentation and Erosion

All grading activities will require grading permits from the City Department of Building and Safety, and subject to requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70, of the LAMC, which addresses grading, excavations, and fill. Therefore, with implementation of Regulatory Compliance Measures RCM GEO-1 through RCM GEO-3 and Mitigation Measures MM GEO-1 and MM GEO-2, potential sedimentation and erosion impacts will be reduced to a less than significant level.

4. Project Design Features

The City finds that the Project Design Features listed in Section IV.E of the Draft EIR, incorporated into the project, would reduce the potential geology and soils impacts of the project. The Project Design Features were taken into account in the analysis of potential impacts.

5. Mitigation Measures

The City finds that the Mitigation Measures listed in Section IV.E of the Draft EIR, incorporated into the project, would reduce the potential geology and soils impacts of the project. The Mitigation Measures were taken into account in the analysis of potential impacts.

B. Noise

1. Construction Noise

The Draft EIR analyzed construction noise levels for the different types of construction activities that would occur at the project site using data published by the United States Environmental Protection Agency (EPA). Potential noise levels were identified for off-site locations deemed sensitive to noise, including the existing residences located in proximity to the project site, based on their respective distances from the project site. With the inclusion of Project Design Feature PDF-N-1, Regulatory Compliance Measure RCM N-1 and Mitigation Measure MM-N-1, construction noise impacts would be less than significant. In addition, Project Design Feature

PDF-N-1 was amended to require the use of solar powered generators to offset the noise generated by reducing energy consumption.

Through compliance with Section 41.40 of the LAMC and implementation of the Project Design Features, which would require the implementation of noise-reduction devices and techniques during construction at the Project site, all surrounding residential and commercial properties would not experience temporary increase over existing noise levels of 10 dB(A) lasting more than 1 day or an increase over existing noise levels by 5 dB(A) lasting more than 10 days. Mitigation Measure MM-N-1 requires temporary construction noise barriers. Therefore, construction-related noise impacts associated with the Project would be less than significant after mitigation.

2. Operational Noise – Sweepers Only

Noise sources that may be associated with the parking structure areas include the use of sweepers within the garage during the early morning or late evening hours. Noise levels generated by sweepers are generally higher than parking lot noise associated with automobile activities. Sweepers can generate average noise levels of 68 dB(A) at 50 feet for normal sweeping activities. The noise from sweepers is intermittent and would not cause an increase in long-term noise of more than 3 dB(A) over the time-weighted CNEL, and therefore would not be significant from that perspective. However, the peak sound levels generated by the sweepers could exceed the single noise event threshold for on-site residences. Depending on the timing of operations, this noise source would result in significant noise impacts during quieter morning and evening periods, and would exceed the 65 dB(A) threshold. Exposures of 65 dB CNEL for noise-sensitive uses are considered conditionally acceptable if all measures to reduce such exposure have been taken. With the inclusion of Mitigation Measure MM N-2, potential impacts from sweepers would be less than significant.

3. Project Design Features

The City finds that the Project Design Feature listed in Section IV.I of the Draft EIR, incorporated into the Project, would reduce the potential noise impacts of the Project. The Project Design Feature was taken into account in the analysis of potential impacts.

4. Regulatory Compliance Measures

The City finds that the Regulatory Compliance Measure listed in Section IV.I of the Draft EIR, incorporated into the Project, would reduce the potential noise impacts of the Project. The Regulatory Compliance Measure was taken into account in the analysis of potential impacts.

5. Mitigation Measures

The City finds that the Mitigation Measures listed in IV.I of the Draft EIR, incorporated into the Project, would reduce the potential noise impacts of the Project. The Mitigation Measures were taken into account in the analysis of potential impacts.

C. Transportation/Circulation

1. Operational Impacts – Intersection 7: Cahuenga Boulevard/Fountain Avenue (AM Peak Hour) Only

Trip generation estimates were developed for traffic volumes on a daily basis for AM and PM peak hours. The most recent trip generation rates from *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012) were used to develop the Project trip generation estimates. As analyzed in Draft EIR Table IV.M-7, Project Trip Generation, the Project will generate

approximately 2,226 new trips per day at the area intersections, including 159 trips during the AM peak hour (20 inbound, 139 outbound), and 197 trips during the PM peak hour (139 inbound, 58 outbound).

Existing with Project conditions during the weekday AM and PM peak hours are shown in Draft EIR Figures IV.M-6a and IV.M-6b, Existing with Project Conditions (Year 2014) Peak-Hour Traffic Volumes. As shown in those figures, Intersection 7: Cahuenga Boulevard/Fountain Avenue (AM Peak Hour), would be significantly impacted by Project traffic under Existing (2014) conditions. However, Mitigation Measures MM TR-1 through MM TR-3 will reduce impacts to a less than significant level. In particular, a Construction Traffic Control Plan, a Transportation Demand Management Program, and signal system upgrades would reduce traffic impacts at Intersection 7 to less than significant.

2. Cumulative Impacts – Intersection 10: Vine Street/Fountain Avenue Only

Construction of Academy Square that overlaps with construction of the Project could result in a significant cumulative impact. However, the Project will include a construction traffic control plan and will avoid AM and PM peak traffic hours for construction worker trips to the Project and for hauling activity. Similarly, related projects, including the Academy Square Project, would be required to implement numerous measures to reduce construction-related traffic impacts, including preparation and implementation of a truck haul route program and the commute of workers to the project sites during nonpeak hours as a condition of approval. Moreover, the Project would not result in land-use incompatibilities that would lead to the creation of traffic hazards or emergency access. Mitigation measure improvement to address the Project's contribution to a significant impact in the AM peak hour at the intersection of Vine Street and Fountain Avenue is feasible. In particular, Mitigation Measure MM-TR-4 would make the Intersection 10 impacts less than significant. Consequently, the Project's contribution would not be cumulatively considerable and the Project's cumulative impacts at Intersection 10 would be less than significant.

3. Project Design Features

The City finds that the Project Design Features listed in Section IV.M of the Draft EIR, incorporated into the Project, would reduce the potential transportation/circulation impacts of the Project. The Project Design Features were taken into account in the analysis of potential impacts.

4. Mitigation Measures

The City finds that the following Mitigation Measures listed in Section IV.M of the Draft EIR, incorporated into the Project, would reduce the potential transportation impacts of the Project. The Mitigation Measures were taken into account in the analysis of potential impacts.

VIII. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

The Project would result in the following impacts, which are found to be significant and unavoidable.

A. Noise

1. Description of Effects

a. Construction Vibration –Human Annoyance Only

The vibration levels at the sensitive uses along the haul routes could be up to 85 VdB. These estimated vibration levels would exceed the Category 1 criteria of 65 VdB for human annoyance at the vibration-sensitive land uses, as well as the Category 2 criteria of 72 VdBn. Therefore, the vibration levels generated by haul trucks at the haul route locations with respect to human annoyance during construction hauling is conservatively considered to be potentially significant unavoidable.

b. Cumulative Impacts – Construction Noise & Construction Vibration Only

The nearest related project (Academy Square) is located approximately 100 feet from the Project site, just east of Cahuenga Boulevard. If the Project and Academy Square project construction occur simultaneously, construction noise experienced at areas near the two projects would be exacerbated. Due to the distance to the Project site, and the potential noise levels from multiple construction activities occurring simultaneously, the Project's contribution to a cumulative increase in construction noise experienced at nearby receptors is considered potentially significant and unavoidable.

Also, it is possible that some construction activities could overlap and utilize the same haul route along North Cahuenga Boulevard, causing cumulative vibration impacts. The Project is conservatively considered to result in a significant impact with regard to vibration from haul trucks and construction traffic under the human annoyance threshold. Therefore, it is conservatively concluded that cumulative impacts in regard to vibration from haul trucks and construction traffic would also be significant to the extent the construction activities overlap and utilize the same haul routes.

2. Project Design Features

The City finds that the Project Design Feature listed in Section IV.I of the Draft EIR, incorporated into the Project, would reduce the potential construction vibration impacts of the Project. The Project Design Feature was taken into account in the analysis of potential impacts.

3. Regulatory Compliance Measures

The City finds that the Regulatory Compliance Measure listed in Section IV.I of the Draft EIR, incorporated into the Project, would reduce the potential noise impacts of the Project. The Regulatory Compliance Measure was taken into account in the analysis of potential impacts.

4. Findings

Changes or alternations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on noise impacts of the Project to less than significant levels.

a. Construction Vibration – Human Annoyance Only

With regard to human annoyance, the vibration levels at the sensitive uses along the haul routes could be up to 85 VdB. These estimated vibration levels would exceed the Category 1 criteria of 65 VdB for human annoyance at the vibration-sensitive land uses, well as the Category 2 criteria of 72 VdBn. Therefore, the vibration levels generated by haul trucks at the haul route locations with respect to human annoyance during construction hauling is conservatively considered to be potentially significant and there are no feasible measures to reduce the Project's significant impacts with respect to construction vibration with regard to human annoyance.

b. Cumulative Impacts – Construction Noise & Construction Vibration Only

The nearest related project (Academy Square) is located approximately 100 feet from the Project site, just east of Cahuenga Boulevard. If the Project and Academy Square project construction occur simultaneously, construction noise experienced at areas near the two projects would be exacerbated. Due to the distance to the Project site, and the potential noise levels from multiple construction activities occurring simultaneously, the Project's contribution to a cumulative increase in construction noise experienced at nearby receptors is considered potentially significant and unavoidable.

Also, it is possible that some construction activities could overlap and utilize the same haul route along North Cahuenga Boulevard, causing cumulative vibration impacts. The Project is conservatively considered to result in a significant impact with regard to vibration from haul trucks and construction traffic under the human annoyance threshold. Therefore, it is conservatively concluded that cumulative impacts in regard to vibration from haul trucks and construction traffic would also be significant, to the extent the construction activities overlap and utilize the same haul routes.

5. Rationale for Findings

a. Construction Vibration

Ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can achieve the audible range and be felt in buildings close to the site. The primary and most intensive vibration source associated with the development of the Project would be the use of larger bulldozers and excavators. The Project would not use pile drivers or vibratory rollers, which generally produce higher levels of noise and vibration than other types of equipment.

Vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Draft EIR Table IV.I-7, Vibration Source Levels for Construction Equipment, lists vibration source levels for construction equipment.

As indicated in Table IV.I-7, large bulldozers are capable of producing approximately 87 VdB (or 0.022 inches per second) at 25 feet and diminishes rapidly to 78 VdB (or 0.008 inches per second) at 50 feet, and 69 VdB (or 0.003 inches per second) at 100 feet.

Land uses surrounding the Project site consist mostly of commercial and office, with residential uses to the south. High noise-producing (and vibration-producing) activities during construction

would be scheduled to occur between the hours of 8:00 AM and 4:00 PM to minimize disruption on sensitive uses.

Residences along Fountain Avenue to the south of the Project site are the nearest sensitive receptors to construction activities and would be approximately 50 feet from these activities. Vibration levels at these residences would be approximately 82 VdB, or 0.005 inches per second, which is less than the building damage vibration standard of 106 VdB or 0.2 inches per second for nonengineered timber and masonry buildings. However, as vibration levels could exceed the Category 2 human annoyance standard of 72 VdB, it is conservatively considered that the temporary and intermittent vibration impacts at these residences would be potentially significant.

b) Cumulative Impacts

The levels of ground vibration generated by typical truck traffic vary depending on the road surface conditions and the truck payload. Road surfaces with potholes and speed bumps generate higher levels of vibration forces. Similarly, a heavy and fully loaded truck tends to cause a higher level of vibration forces than a lightweight truck. Based on FTA data, the vibration generated by a haul truck traveling on a smooth road would be approximately 0.00566 PPV or 63 VdB at a distance of 50 feet from the truck, while the vibration generated by a haul truck traveling over a pothole or bump would be approximately 0.01529 PPV or 72 VdB at a distance of 50 feet from the truck. The highest estimated vibration levels for haul trucks traveling over potholes and bumps at the estimated vibration levels generated by haul trucks would be below the significance threshold of 0.20 PPV for building damage. Therefore, vibration impacts associated with potential building damage during Project construction activities would be less than significant. However, with regard to human annoyance, the vibration levels at the sensitive uses along the haul routes could be up to 85 VdB. These estimated vibration levels would exceed the Category 1 criteria of 65 VdB for human annoyance at the vibration-sensitive land uses, as well as the Category 2 criteria of 72 VdBn. Therefore, the vibration levels generated by haul trucks at the haul route locations with respect to human annoyance during construction hauling is conservatively considered to be potentially significant and there are no feasible measures to reduce the Project's significant impacts with respect to construction vibration with regard to human annoyance.

(i) Construction Noise

Most of the related projects are located a far enough distance from the Project site that there is no potential for cumulative noise impacts. However, the nearest related project (Academy Square) is located approximately 100 feet from the Project site, just east of Cahuenga Boulevard. It is possible that some construction activities at the Project site and the Academy Square project could overlap. As discussed previously, due to the Project's increase in noise levels at the measured locations AM-2, PM-1, and R-1, construction noise impacts are considered potentially significant at the Project level. If the Project and Academy Square project construction occur simultaneously, construction noise experienced at areas near the two projects would be exacerbated. Due to the distance to the Project site, and the potential noise levels from multiple construction activities occurring simultaneously, the Project's contribution to a cumulative increase in construction noise experienced at nearby receptors is considered potentially significant and unavoidable.

(ii) Construction Vibration

As previously indicated, ground-borne vibration decreases rapidly with increase in distance. Potential vibration impacts due to construction activities are generally limited to

buildings/structures that are located in close proximity to the construction site, within 100 feet from the heavy construction equipment. As noted, the nearest related project, Academy Square, is approximately 100 feet from the Project site.

6. It is possible that some construction activities could overlap and utilize the same haul route along North Cahuenga Boulevard, causing cumulative vibration impacts. The Project is conservatively considered to result in a significant impact with regard to vibration from haul trucks and construction traffic under the human annoyance threshold. Therefore, it is conservatively concluded that cumulative impacts in regard to vibration from haul trucks and construction traffic would also be significant, to the extent the construction activities overlap and utilize the same haul routes.

7. Reference

For a complete discussion of impacts associated with Noise, please see Section IV.I of the Draft EIR.

- B. Transportation/Circulation

1. Description of Effects

- a. Cumulative Impacts – Intersection 7: Cahuenga Boulevard & Fountain Avenue, Intersection 8: Cahuenga Boulevard & Santa Monica Boulevard Only

Implementation of the Project would create significant and unavoidable cumulative impacts at Intersection 7: Cahuenga Boulevard & Fountain Avenue and Intersection 8: Cahuenga Boulevard & Santa Monica Boulevard. Mitigation or project design features that include street widening, parking restriction, restriping, signage and signal enhancement were considered, but were deemed not feasible by LADOT due to constraints of the existing physical conditions.

2. Findings

- a. Cumulative Impacts – Intersection 7: Cahuenga Boulevard & Fountain Avenue, Intersection 8: Cahuenga Boulevard & Santa Monica Boulevard Only

Mitigation or project design features that include street widening, parking restriction, restriping, signage and signal enhancement were considered at the intersections of Cahuenga Boulevard and Fountain Avenue and at Cahuenga Boulevard and Santa Monica Boulevard, but were deemed not feasible by LADOT due to constraints of the existing physical conditions. Therefore, cumulative impacts at Intersection 7: Cahuenga Boulevard & Fountain Avenue and Intersection 8: Cahuenga Boulevard & Santa Monica Boulevard would be significant and unavoidable.

3. Rationale for Findings

a. Cumulative Impacts - Intersection 7: Cahuenga Boulevard & Fountain Avenue, Intersection 8: Cahuenga Boulevard & Santa Monica Boulevard

(i) Future Conditions (Year 2018) without Project

Estimates of future traffic conditions without the Project were developed in the Draft EIR to evaluate the potential impacts of the Project on the local street system. The existing plus ambient growth traffic volumes were combined with the 69 related project volumes to form the Future Base (2018) conditions. Of the 77 related projects identified, 69 were considered for cumulative traffic impacts based on consultation with LADOT. The list of 69 related projects is included in Draft EIR Table 9 of the Traffic Impact Report in Appendix IV.M. Figures IV.M-7a and IV.M-7b, Future without Project Conditions (Year 2018) Peak-Hour Traffic Volumes, show the AM and PM peak-hour traffic volumes for the Future Condition (Year 2018) without the Project.

Draft EIR Table IV.M-13, Future (2018) without Project Intersection Levels of Service, summarizes the intersection V/C and LOS analysis of the cumulative base traffic conditions in 2018 without the Project-related traffic.

The Project traffic volumes as shown in Draft EIR Figure IV.M-5, were added to the Future without Project traffic volumes shown in Draft EIR Figures IV.M-7a, and IV.M-7b, Future without Project Conditions (Year 2018) Peak-Hour Traffic Volumes. The resulting Future with Project AM and PM peak-hour traffic volumes are analyzed in Draft EIR Figures IV.M-8a and IV.M-8b, Future with Project Conditions (Year 2018) Peak-Hour Traffic Volumes. These volumes are the sum of the existing traffic volumes, ambient growth, related Project traffic, and Project-only traffic.

The intersection capacity was analyzed to evaluate the V/C relationships and LOS characteristics at each study intersection. As analyzed in Draft EIR Table IV.M-14, Future (2018) with Project Signalized Intersection Peak-Hour Levels of Service, application of the City's significant impact criteria to the Future with Project scenario indicates the Project is expected to contribute significantly to future traffic impacts at these three study intersections during both AM and PM peak hours:

1. Intersection 7: Cahuenga Boulevard and Fountain Avenue (AM and PM Peak Hours)
2. Intersection 8: Cahuenga Boulevard and Santa Monica Boulevard (AM and PM Peak Hours)
3. Intersection 10: Vine Street and Fountain Avenue (AM Peak Hour)

Mitigation Measure MM TR-4 was implemented to reduce the impacts at Intersection 10, Vine Street and Fountain Avenue to a level of insignificance by requiring street improvements to the intersection; specifically (i) restriping Cole Avenue between Homewood Avenue and Fountain Avenue to convert the operation from a one-way northbound roadway (ii) installation of traffic signal equipment modifications and (iii) offsetting some of the street parking lost due to this mitigation measure. As a result, the impact to the intersection of Vine Street and Fountain Avenue would be less than significant. However, as to the other two impacted intersections, mitigation or project design features that include street widening, parking restriction, restriping, signage and signal enhancement were considered at the intersections of Cahuenga Boulevard and Fountain Avenue and at Cahuenga Boulevard and Santa Monica Boulevard, but were deemed not feasible

by LADOT due to constraints of the existing physical conditions. The Hollywood community surrounding the Project site has numerous existing buildings that were developed with no or insufficient off-street parking, and the residents rely upon on-street parking. Also, street widening is not considered feasible as it would result in reductions in sidewalks and loss of on-street parking. Therefore, cumulative impacts at Intersection 7: Cahuenga Boulevard & Fountain Avenue and Intersection 8: Cahuenga Boulevard & Santa Monica Boulevard would be significant and unavoidable.

4. Reference

For a complete discussion of impacts associated with Transportation/Circulation, please see Section IV.M of the Draft EIR.

IX. ALTERNATIVES TO THE PROJECT

In addition to the Project, the Draft EIR evaluated a reasonable range of four alternatives to the Project. These alternatives are: (1) No Project Alternative; (2) Reduced Density (2.0 FAR); (3) Site Plan Reconfiguration; and (4) Reduced Density (2.0 FAR) and No Residential. In accordance with CEQA requirements, the alternatives to the Project include a “No Project” alternative and alternatives capable of eliminating the significant adverse impacts of the Project. These alternatives and their impacts, which are summarized below, are more fully described in Draft EIR Section VI.

A. Summary of Findings

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines section 15096(g)(2), that none of the alternatives or feasible mitigation measures within its powers would substantially lessen or avoid any significant effect the Project would have on the environment.

B. Project Objectives

An important consideration in the analysis of alternatives to the Project is the degree to which such alternatives would achieve the objectives of the Project. As more thoroughly described in the Draft EIR Section II, Project Description, both the City and Applicant have established specific objectives concerning the Project. More specifically, the objectives of the Project are as follows:

- Redevelop an underutilized site with residential and commercial uses for the Hollywood community.
- Maximize high-density residential uses that contribute to the housing needs of the City.
- Provide a well-designed residential mixed-used project that is compatible and complementary with surrounding land uses.
- Provide a mixed-use project that predominantly includes studio and one-bedroom units to serve the existing Hollywood community.
- Support the use of public transit by maximizing residential uses in the vicinity of key public transit facilities including the Metro Red Line, regional Metro Bus lines, and local LADOT Dash lines.

- Promote and support local, regional, and State mobility objectives to reduce vehicle miles traveled and infrastructure costs by providing housing and employment opportunities in an urban setting within an existing Regional Center, in close proximity to other employment opportunities, public facilities, goods, and services.
- Implement Hollywood Redevelopment Project objectives, which include encouraging economic development, expanding housing for all income groups, meeting social needs of area residents, and providing urban design guidelines.
- Increase property tax revenues to the City of Los Angeles.
- Generate construction employment opportunities and economic investment in the City of Los Angeles and Hollywood community through the provision of residential and mixed uses in the Hollywood Center.
- Design a project with architectural features and materials appropriate for the location of the site, the size of the building, and surrounding uses.

C. Project Alternatives Analyzed

1. Alternative 1 – No Project Alternative

a. Description of Alternative 1

The No Project/No Build Alternative for a development project on an identifiable property considers what would be reasonably expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services. Section 15126.6(e) of the CEQA Guidelines state: “the No Project/No Build Alternative means ‘no build’ wherein the existing environmental setting is maintained.” Accordingly, the No Project/No Build Alternative (Alternative 1) assumes that no new development would occur within the Project site. The existing offices, apartment building, and single-family residence would remain. Surface parking lots would continue to occupy the remainder of the Project site.

b. Impact Summary of Alternative 1

The Project would result in significant and unavoidable impacts related to transportation and noise, which would be avoided under the No Project Alternative. The No Project Alternative would avoid most of the Project’s less than significant impacts as well. The No Project Alternative would not have potentially beneficial impacts that could result from the Project, and would not implement any regional or local planning policies.

c. Findings

The No Project Alternative would reduce adverse environmental impacts when compared to the Project. Therefore, the No Project Alternative would be environmentally superior to the Project. However, the No Project Alternative would not satisfy any of the Project Objectives. It is found pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible the No Project Alternative described in the Draft EIR.

d. Rationale for Findings

The No Project Alternative would maintain the Project site in its current condition with the existing office buildings, 3-unit apartment building, and single-family residence. Surface parking lots would continue to occupy the remainder of the Project site.

The Project would link the building on the site to surrounding areas via a ground-level series of pathways and internal courtyards and public plaza. The Project would improve the appearance of the site and provide visual interest through key design features including architectural design, landscaping, and aesthetic buffering with internal courtyards, public plaza and pedestrian walkways. Under Alternative 1, the beneficial aesthetic components of the Project would not be constructed, and visual character would remain unchanged. As such, aesthetic impacts would be greater than under the Project.

Also, under Alternative 1, no additional residential or commercial uses would be developed on the Project site. Thus, Alternative 1 would not introduce new residents, workers, or visitors to the Project site. Impacts from the Project's new residents and employment opportunities would be less than significant because they would be consistent with SCAG's growth projections, would help the City meet its housing obligation under the Southern California Association of Governments (SCAG) Regional Housing Needs Assessment (RHNA) allocation, and would provide the type of transit oriented development encouraged in City and SCAG policies. Since Alternative 1 would not result in the introduction of new residents or housing, this Alternative would not contribute to the goals of meeting the Hollywood, City, and SCAG projections for growth and housing needs. In which case, the Project would be preferable in terms of meeting those needs. As discussed in Draft EIR Section IV.J, Population, Housing, and Employment, the Project would contribute to the exceedance of job projections for the area; as such, Alternative 1 would reduce the employment numbers in comparison to the Project.

Because Alternative 1 would not include a development program, it would not contribute to growth and development within the Hollywood Community and therefore would not contribute to any of the Project's development objectives as follows:

- Redevelop an underutilized site with residential and commercial uses for the Hollywood community.
- Maximize high-density residential uses that contribute to the housing needs of the City.
- Provide a well-designed residential mixed-used project that is compatible and complementary with surrounding land uses.
- Provide a mixed-use project that predominantly includes studio and one-bedroom units to serve the existing Hollywood community.
- Support the use of public transit by maximizing residential uses in the vicinity of key public transit facilities including the Metro Red Line, regional Metro Bus lines, and local LADOT Dash lines.
- Promote and support local, regional, and State mobility objectives to reduce vehicle miles traveled and infrastructure costs by providing housing and employment opportunities in an urban setting within an existing Regional Center, in close proximity to other employment opportunities, public facilities, goods, and services.

- Implement Hollywood Redevelopment Project objectives, which include encouraging economic development, expanding housing for all income groups, meeting social needs of area residents, and providing urban design guidelines.
- Increase property tax revenues to the City of Los Angeles.
- Generate construction employment opportunities and economic investment in the City of Los Angeles and Hollywood community through the provision of residential and mixed uses in the Hollywood Center.

e. Reference

For a complete discussion of impacts associated with Alternative 1, please see Section VI of the Draft EIR.

2. Alternative 2 – Reduced Density (2.0 FAR)

a. Description of Alternative 2

Alternative 2 would reduce the residential density to result in a FAR of 2.0, a reduction of 2.0 from the Project's FAR of 4.0. Total building area would be 187,578 square feet, and there would be a total of 200 residential units. The mix of units would include 6 live/work units, 16 microunits, 62 studio units, 78 one-bedroom units, 37 two-bedroom units, and one three-bedroom unit. The building height would be reduced to five stories, a reduction of 2 stories in height. The 2,570 square feet of commercial space and the common residential amenities would remain unchanged relative to the Project. However, the amount of private open space would be reduced by 4,400 square feet to 5,200 square feet, resulting in a total of 36,500 square feet of open space under Alternative 2. Parking would be provided in a single-level subterranean parking structure, a reduction of one level from the Project, as well as at ground level and in the mezzanine level aboveground.

b. Impact Summary of Alternative 2

Alternative 2 would have higher impacts than the Project with respect to overall population, housing impacts because it would not meet housing needs to the same degree as the Project. Alternative 2 would support regional transportation and transportation-related air pollutant emission reductions associated with an infill development, but to a lesser degree than the Project because it would contain fewer residential units. With a reduced number of units and therefore a reduced residential population, Alternative 2 would reduce impacts on operational air quality and GHG emissions, public services, recreation, utilities, and traffic generation.

c. Findings

In terms of growth policies, and population distribution, Alternative 2 would not contribute as effectively in meeting future housing needs or fully utilizing the Project's accessibility to a large range of public transit facilities. The Project's increases in housing and residential population in a transit area would have an overall greater benefit. As such, overall impacts associated with Alternative 2 would be greater in comparison to the Project.

In addition, Alternative 2 would implement some of the Project Objectives, but not to the same degree as the Project. It is found pursuant to Public Resources Code section 21081, subsection

(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible Alternative 2 described in the Draft EIR.

d. Rationale for Findings

Alternative 2 would include the same mix of uses as the Project; however, the amount of residential development would be reduced by 50 percent to result in a FAR of 2.0:1. The space reduction would be achieved by reducing the height of the three vertical sections on the southern portion of the Project site to five stories, and the two vertical sections on the northern portion of the Project site to four stories.

In terms of growth policies, and population distribution, Alternative 2 would not contribute as effectively in meeting future housing needs or fully utilizing the Project's accessibility to a large range of public transit facilities. The Project's increases in housing and residential population in a transit area would have an overall greater benefit. As such, overall impacts associated with Alternative 2 would be greater in comparison to the Project.

Since Alternative 2 would include uses that are the same type as the Project, but of lesser amount, Alternative 2 would not meet the following objectives to the same extent as the Project:

- Maximize high-density residential uses that contribute to the housing needs of the City
- Support the use of public transit by maximizing residential uses in the vicinity of key public transit facilities including the Metro Red Line, regional Metro Bus lines, and local LADOT Dash lines.

e. Reference

For a complete discussion of impacts associated with Alternative 2, please see Section VI of the Draft EIR.

3. Alternative 3 – Site Plan Reconfiguration

a. Description of Alternative 3

Under Alternative 3, the site Plan would be redesigned to increase the height of the Project building and increase the amount of public open space. The number and mix of residential units would remain the same as the Project at 369 units. The 2,570 square feet of commercial space and the residential amenities would remain unchanged relative to the Project. The same number of parking spaces as the Project (567 spaces) would be provided in a two-level subterranean garage, at ground level within the building, and in the mezzanine level aboveground. The two vertical sections that would be located in the northern portion of the Project site would not be constructed and the vertical sections that occur on the southern portion of the site along North Cahuenga Boulevard, Fountain Avenue, and Cole Avenue would be increased in height to eight stories, standing at approximately 142 feet tall. Also, Alternative 3 would still include vacating Homewood Avenue so as to continue to provide contiguous open space amenities to serve both the Project residents and the public. The area in the northern portion of the Project site would be used to increase the public plaza space. The public outdoor open space on the northern portion

of the Project site would be approximately 17,954 square feet under Alternative 3; an increase of approximately 14,154 square feet in comparison to the 3,800-square-foot ground-floor plaza provided under the Project. Common open space provided would be 51,106 square feet. Private open space would remain identical to the Project at 9,600 square feet. Total open space provided under Alternative 3 would be 60,706 square feet.

b. Impact Summary of Alternative 3

Alternative 3 would not avoid the significant and unavoidable impacts of the Project. Since the amount of residential and commercial space would be the same as the Project, construction and operational impacts on air quality and GHG emissions, public services, utilities, and traffic generation would remain similar to the Project under Alternative 3. Alternative 3 would reduce impacts on recreation by increasing the amount of open space provided for both residents and the general public. Alternative 3 impacts relating to the amount of residential development, including air quality, public services, traffic, and utilities, would be similar to the Project.

c. Findings

Alternative 3 would not avoid the significant and unavoidable impacts of the Project. Since the amount of residential and commercial space would be the same as the Project, construction and operational impacts on air quality and GHG emissions, public services, utilities, and traffic generation would remain similar to the Project under Alternative 3. Alternative 3 would reduce impacts on recreation by increasing the amount of open space provided for both residents and the general public. Alternative 3 impacts relating to the amount of residential development, including air quality, public services, traffic, and utilities, would be similar to the Project. Due to Alternative 3's higher structures, Alternative 3 will have greater aesthetics, shade and shadow impacts than the Project.

Alternative 3 would implement the Project Objectives, but not reduce the unavoidable impacts. It is found pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible Alternative 3 described in the Draft EIR.

d. Rationale for Findings

Under Alternative 3, the site Plan would be redesigned to increase the height of the Project building and increase the amount of public open space. The number and mix of residential units would remain the same as the Project at 369 units. The 2,570 square feet of commercial space and the residential amenities would remain unchanged relative to the Project. The same number of parking spaces as the Project (567 spaces) would be provided in a two-level subterranean garage, at ground level within the building, and in the mezzanine level aboveground. The two vertical sections that would be located in the northern portion of the Project site would not be constructed and the vertical sections that occur on the southern portion of the site along North Cahuenga Boulevard, Fountain Avenue, and Cole Avenue would be increased in height to eight stories, standing at approximately 142 feet tall. Also, Alternative 3 would still include vacating Homewood Avenue so as to continue to provide contiguous open space amenities to serve both the Project residents and the public. The area in the northern portion of the Project site would be used to increase the public plaza space. The public outdoor open space on the northern portion

of the Project site would be approximately 17,954 square feet under Alternative 3; an increase of approximately 14,154 square feet in comparison to the 3,800-square-foot ground-floor plaza provided under the Project. Common open space provided would be 51,106 square feet. Private open space would remain identical to the project at 9,600 square feet. Total open space provided under Alternative 3 would be 60,706 square feet.

Alternative 3 would include the same residential and commercial components as the project, with a reconfigured site plan in order to increase public open space on the northern tip of the Project site. Although Alternative 3 would result in taller vertical sections, the additional two stories would not be out of place within the context of the surrounding urban Hollywood development but will create greater shade and shadow impacts due to its higher structures. In addition, the increase of open space is considered a beneficial aspect. Alternative 3 would meet all nine Project Objectives.

e. Reference

For a complete discussion of impacts associated with Alternative 3, please see Section VI of the Draft EIR.

4. Alternative 4 – No Residential

a. Description of Alternative 4

Alternative 4 is a reduced density and change of use alternative based on the Hollywood Community Plan designation and zoning for the site. The Community Plan designates the Project site as Regional Center Commercial and the C4 Commercial zoning limits the FAR to 2.0:1. This Alternative would develop the Project site based on the existing Community Plan designations and zoning conditions for the site. Alternative 4 would include two office buildings and a supporting parking structure. One office building would be located north the existing Homewood Avenue and contain nine stories. The second office building would be located along the eastern portion of the Project site and contain three levels of parking with three level of office space atop the parking. A parking structure would be constructed along the western boundary. Similar to the Project, 2,570 square feet of commercial space would be located on the ground floor of the structure on the northern portion of the site fronting North Cahuenga Boulevard. The remaining floor area (185,008 square feet) would consist of office uses. Although Alternative 4 would include the public plaza at the northern tip of the Project site, none of the residential amenities or remaining open space associated with the Project would be provided. Alternative 4 would result in a total of 187,578 square feet of floor area, resulting in a FAR of 2.0:1. Similar to the Project, parking would be provided in a two-level subterranean parking structure, as well as at the mezzanine level aboveground. Based on the mix of commercial and office uses, approximately 375 parking spaces would be provided.

b. Impact Summary of Alternative 4

With no residential uses and therefore no, or minimal, nighttime occupants, Alternative 4 would reduce impacts on light and glare, public services, recreation, utilities, and traffic generated in comparison to the Project but would have greater impacts on aesthetics, air quality, cultural resources, GHG emissions, land use and transportation and circulation.

c. Findings

In terms of growth policies and population distribution, Alternative 4 would preclude use of the Project site for a more densely populated development that could increase the mixed-use potential of the transit-oriented site. Since the Project's increases in housing and residential population in a transit area would have greater benefit than the increase in employment opportunities, impacts under Alternative 4 would be greater than the Project.

In addition, Alternative 4 would implement some of the Project Objectives, but not to the same degree as the Project. It is found pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible Alternative 4 described in the Draft EIR.

d. Rationale for Findings

Alternative 4 would not provide the Project's housing and transit density benefits. It would not provide the Project's particular synergy with nearby development, i.e. providing residents to support nearby retail establishments and entertainment venues, while providing housing for nearby workers. Alternative 4's new commercial and office uses would provide jobs in the area, increase the quantity and quality of retail services in the area, and contribute to the economy of the Hollywood area. However, the number of employees would not provide the densification of development that is preferred for regional servicing transit uses. Since Alternative 4 would not provide the same benefits as the Project with regard to housing, residential support for the community and density at public transit facilities, while increasing the number of vehicle trips, impacts under Alternative 4 would be considered greater than the Project.

Also, Alternative 4 would require a construction program inclusive of excavation, foundation preparation and building erection. Although general construction activities would be similar to those of the Project, the length of the construction period would be reduced from that of the Project due to less depth of excavation and a smaller building volume. However, maximum daily noise levels would be similar to the Project. Similar to the Project, Alternative 4 would include mitigation measures such as sound barriers to reduce noise impacts. Overall, due to reduced excavation and building volume, impacts would be reduced in comparison to the Project. However, Alternative 4 would not avoid the significant and unavoidable cumulative construction noise and vibration impacts.

In addition, with substantially more commercial and office area and employment opportunity than the Project, the impacts of Alternative 4 on employment would be greater than the Project (this would be a beneficial impact). In terms of growth policies and population distribution, Alternative 4 would preclude use of the Project site for a more densely populated development that could increase the mixed-use potential of the transit-oriented site with the resultant benefits to air quality and transportation and circulation. Since the Project's increases in housing and residential population in a transit area would have greater benefit than the increase in employment opportunities, impacts under Alternative 4 would be greater than the Project.

Alternative 4 would add new retail and office development in the Hollywood Community, and therefore contribute to economic investment and economic activity in the area. However, it would not include housing development, a key component of the Project's economic objective. In addition, Alternative 4 would include a reduced level of development, with a substantially reduced

site population resulting from the lack of residents on site. Therefore, Alternative 4 would only partially contribute to the following project objectives:

- Increase property tax revenues to the City of Los Angeles.
- Generate construction employment opportunities and economic investment in the City of Los Angeles and Hollywood community through the provision of residential and mixed uses in the Hollywood Center.

Alternative 4 would provide a type of in-fill development that is typical of the area, filling in available street frontages with standard office and commercial building frontages. Although landscaping along site frontages and the public plaza at the northern tip of the Project site would still be provided, other architectural and landscape design features typically associated with residential development would not be included. Therefore, Alternative 4 would not support Project objectives regarding design of the Project and its relationship to the surrounding buildings:

- Provide a well-designed residential mixed-used project that is compatible and complementary with surrounding land uses.
- Design a project with architectural features and materials appropriate for the location of the site, the size of the building, and surrounding uses.

Alternative 4 would not include new housing units nor the type of transit oriented residential development addressed in the Project Objectives. Therefore, Alternative 4 would not meet the following project objectives:

- Redevelop an underutilized site with residential and commercial uses for the Hollywood Community
- Maximize high-density residential uses that contribute to the housing needs of the City
- Support the use of public transit by maximizing residential uses in the vicinity of key public transit facilities including the Metro Red Line, regional Metro Bus lines, and local LADOT Dash lines.
- Promote and support local, regional, and State mobility objectives to reduce vehicle miles traveled and infrastructure costs by providing housing and employment opportunities in an urban setting within an existing Regional Center, in close proximity to other employment opportunities, public facilities, goods, and services.
- Implement Hollywood Redevelopment Project objectives, which include encouraging economic development, expanding housing for all income groups, meeting social needs of area residents, and providing urban design guidelines.

e. Reference

For a complete discussion of impacts associated with Alternative 4, please see Section VI of the Draft EIR.

D. Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives

evaluated in an EIR. In addition, Section 15126.6(e)(2) of the CEQA Guidelines states that: “If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.”

The selection of an environmentally superior alternative is based on an evaluation of the extent to which the alternatives reduce or eliminate the significant impacts associated with the project, and on a comparison of the remaining environmental impacts of each alternative.

The No Project Alternative would have less impact than the Project or other alternatives as it would have no direct impacts on the environment. Further, it would avoid the Project’s short term construction impacts on air quality, noise and traffic, and impacts on traffic operations. Therefore, the No Project Alternative is considered the overall environmentally superior Alternative.

However, the No Project Alternative would not include the Project’s beneficial impacts. It would not support the establishment of a large residential population in proximity to the Metro Red Line and numerous bus services, thus promoting a land use pattern that reduces vehicle miles traveled. It would not provide needed housing, which would contribute supply to accommodate housing shortages, or address housing demand. Should housing demand be accommodated at alternative locations, there would be greater demand to locate multi-family housing in low density residential neighborhoods; and it is likely that such housing would result in greater impacts on the environment than would the Project. The Project site would remain available for an alternative future development that may or may not have less environmental impact than the Project.

Among the other alternatives, Alternative 2, would be environmentally superior to the Project. Alternative 2 would substantially reduce the building massing, building area and related FAR that would be provided. The reduction in the building area would reduce the scale of the Project, reducing aesthetic impacts, and would reduce construction and operational traffic, which would reduce the Project traffic impacts. The reduction in construction and traffic would also reduce the amount of air pollutant emissions. Therefore, Alternative 2 would result in the least amount and severity of impacts relative to the remaining alternatives. Alternative 3 would result in the same amount of traffic and construction activity and only reduce less than significant aesthetic impacts. Alternative 4 would result in greater traffic impacts and thus would not provide environmental benefits as compared to the other alternatives. For the foregoing reasons, Alternative 2 is considered the environmentally superior alternative.

X. OTHER CEQA CONSIDERATIONS

A. Growth Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 15126.2(d) of the CEQA Guidelines states:

“Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause

significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

In general terms, the Project site is located in the predominantly urbanized Hollywood Community Plan area within the central portion of the City. The Project site is within an already urbanized area with utilities and other infrastructure in place.

The Project is a contained development within the Project site. Implementation of the Project would involve the development of 369 residential units and 2,570 square feet of commercial space. Roadway access to the Project site will continue to be provided from Fountain Avenue, Cole Avenue, and North Cahuenga Boulevard. A public access easement will be maintained across the surface of Homewood Avenue to allow for vehicle, pedestrian and emergency vehicle access through the site. The Project site is within an area identified as a Regional Center in the City's Framework Element; and it is within an area designated in the Hollywood Redevelopment Plan for revitalization. As such, the Project has been anticipated and identified as expected growth. The Project would include a mix of uses that would be compatible with adjacent uses and representative of the type of development anticipated.

New development on the Project site would be served by the existing public services, utilities, and infrastructure. Existing water supply delivery systems and sewer and wastewater treatment capacity would serve the Project. The Project would not involve the extension of utilities or infrastructure into areas where they are not currently present. Any utility and other infrastructure upgrades would be intended to meet Project-related demand and would not create excess infrastructure capacity that would be considered growth inducing.

The Project would not necessitate regional utility infrastructure improvements that have not otherwise been accounted for and planned for on a regional level. As such, Project implementation would not result in the removal of an impediment to growth by extending services to underdeveloped areas that are otherwise limited in growth due to a lack of services. Consequently, secondary impacts associated with the removal of impediments to growth would be less than significant.

Also, the Project site is located in the predominantly built-out area of Hollywood in the central portion of the City. The Project site is surrounded by urbanized land uses. No undeveloped land would be developed with Project implementation. As such, no urbanization of land in remote locations would occur.

Added population or FAR that might occur as a result of Project implementation would represent an extremely small component of population growth in the Project vicinity, and would be consistent with the development and FARs anticipated in the 1988 Hollywood Community Plan and Hollywood Redevelopment Plan. The Project's new development is within the range of development anticipated within the established SCAG regional forecast for the City and Hollywood Community Plan area. The Project would not increase or induce residential density growth outside of the Project site.

Construction of the Project would have the potential to generate indirect population growth in the Project site vicinity as a result of the construction job opportunities. Construction of the Project would require specialized construction skilled trades that are temporary; and thus, typically draw

from the local work force as construction workers do not typically relocate for temporary one-time jobs. It is likely that construction workers would come from within the Los Angeles area. Therefore, given the availability of local workers, the Project would not be considered growth inducing from a short-term employment perspective.

Long-term operations of the Project would not result in a substantial overall increase in the regional population. The Project would not result in a reduction in housing supply for the region, nor would it necessitate housing development in other areas of the region to accommodate the relatively small increase in jobs. The Project would construct 369 residential units that would provide housing for a net increase in population of approximately 741 people. As such, the Project would provide 17 percent of the population growth reflected in the SCAG data for the Community Plan area by the time of Project operation, and 0.8 percent of the projected Citywide population growth.

The Project would also provide approximately 13 full-time employment opportunities. Should the Project result in families moving to the Los Angeles area for purposes of employment at the Project, the Project's range of housing is expected to accommodate potential future employees should they choose to reside in the Project community. The Project will also offer a range of apartments, from live/work, one-bedroom, and two bedroom units, which will accommodate a range of income levels. In addition, the employment within the Project would be offset by a net decrease in 77 employees on the Project site due to the removal of existing uses. In addition, there is approximately a 3.2 percent vacancy rate for apartments in the City that would provide opportunities for relocation. Furthermore, there are more than 8,400 residential units proposed in the local area that could also accommodate any additional housing demand from Project employees.

The existing office and commercial uses will likely move to other locations to conduct business, as the vacancy for office space in Los Angeles is reported as 15.8 percent. There are a sufficient number of retail vacancies within the City of Los Angeles to allow all businesses on the Project site to relocate. Furthermore, approximately 797,000 square feet of commercial space is currently under development within the Los Angeles market area. Because the Project would not result in a net increase in employment, and existing employees on the Project site are anticipated to relocate within the City of Los Angeles and are therefore already accounted for, employment generated by the Project site would not contribute to SCAG's employment projections for the Hollywood Community Plan area or the City. The existing Hollywood Community contains numerous retail and other facilities that accommodate urban dwelling and would not need to expand facilities to provide services and goods to accommodate an increase in demand as a result of the Project's increased residents and employees. Impacts would be less than significant.

Finally, the Project will be implemented within an existing built and urbanized area of Hollywood within the City and will involve no expansion of services and utility infrastructure into area not already serviced by utilities. The Project will be operated under the City's Municipal Code and all conditions imposed by the City under the requested actions. Uses of the Project are allowed uses within the applicable General Plan and zoning designations and are operated throughout the City. Since these entitlement requests are not unique to development in the City of Los Angeles, the actions of the Project would not remove impediments to growth in the area and would not involve precedent setting actions that will induce further growth.

B. Significant Irreversible Environmental Changes

Section 15126.2(c) of the CEQA Guidelines provide an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. As stated in CEQA Guidelines Section 15126.2(c):

“Uses 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. (See Public Resources Code section 21100.1 and Title 14, California Code of Regulations, section 15127 for limitations to applicability of this requirement.)”

The construction and operation of the Project would require consumption of resources, including nonrenewable and slowly renewable resources. The Project would require a commitment of resources that would include (1) building materials; (2) fuel and operational materials/resources; and (3) the transportation of goods and people to and from the Project site. Resources, such as lumber and other forest products, aggregate materials used in concrete (e.g., sand, gravel, and stone), natural gas, petroleum products, asphalt, petrochemical construction materials, steel, copper, and other metals, are generally considered renewable resources. To varying degrees, the aforementioned materials are all readily available and some materials, such as asphalt or sand, and gravel, are abundant. Other commodities, such as metals, natural gas, and petroleum products, are also readily available, but they are also finite in supply, given the length of time required by the natural process to create them.

This resource consumption would be consistent with growth and anticipated change in the City, the County, and the Southern California region as a whole. The demand for all such resources is expected to increase regardless of whether or not the Project is developed. The State Department of Finance projects that California's population will exceed 50 million people in 2049 and grow to nearly 52.7 million by 2060. The increases in population would directly result in the need for more residential, retail, commercial, and industrial facilities in order to provide the needed services associated with this growth. If not consumed by this Project, natural and unrenewable resources would likely be committed to other projects in the region intended to meet this anticipated growth. Furthermore, the investment of resources in the Project would be typical of the level of investment normally required for a residential mixed-use development of this scale.

C. CEQA Considerations

1. The City, acting through the Department of City Planning is the “Lead Agency” for the Project evaluated the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the Project, that the Draft EIR which was circulated for public review reflected

its independent judgment and that the Final EIR reflects the independent judgment of the City.

2. The EIR evaluated the following potential Project and cumulative environmental impacts: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise; Population, Housing, and Employment; Public Services; Recreation; Transportation; and Utilities. Additionally, the EIR considered, Growth Inducing Impacts and Significant Irreversible Environmental Changes. The significant environmental impacts of the Project and the alternatives were identified in the EIR.
3. The City finds that the EIR provides objective information to assist the decisions makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.
4. An Errata was prepared and presented to the decision makers for review and consideration. City staff has made every effort to notify the decision makers and the interested public/agencies of each textual change in the various documents associated with project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents would contain errors and would require clarifications and corrections. Second, textual clarifications were necessitated in order to describe refinements suggested as part of the public participation process.
5. 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 response 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 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.
6. The Final EIR documents changes to the Draft EIR. The Final EIR provides additional information that was not included in 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 finds that there is 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 Draft EIR, or preparation of a supplemental or subsequent EIR. Specifically, the City finds that:

- a. The Responses To Comments contained in 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 and include substantial evidence that none of these 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 were discussed in the Draft EIR.
 - b. The City has thoroughly reviewed the public comments received regarding the Project and the Final EIR as it relates to the Project to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.
 - c. None of the information submitted after publication of the Final EIR, including testimony at the public hearings on the Project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.
7. The mitigation measures identified for the Project were included in the Draft and Final EIRs. As revised, the final mitigation measures for the Project are described in the Mitigation Monitoring Program (MMP). Each of the mitigation measures identified in the MMP is incorporated into the Project. The City finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the MMP.
 8. CEQA requires the Lead Agency approving a project to adopt a MMP or the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City as adopted by the City serves that function. The MMP includes all of the mitigation measures, regulatory compliance measures and project design features adopted by the City in connection with the approval of the Project and has been designed to ensure compliance with such measures during implementation of the Project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the

requirements of Public Resources Code Section 21081.6, the City hereby adopts the MMP.

9. In accordance with the requirements of Public Resources Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.
10. The custodian of the documents or other material which constitute the record of proceedings upon which the City's decision is based is the City Department of City Planning.
11. The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.
12. 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.
13. The EIR is a Project EIR for purposes of environmental analysis of the Project. A Project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the Project by the City and other regulatory jurisdictions.
14. The City finds that none of the public comments to the Draft EIR or subsequent public comments or other evidence in the record, including the changes in the Project in response to input from the community and the Council Office, include or constitute substantial evidence that would require recirculation of the Final EIR prior to its certification and that there is no substantial evidence elsewhere in the record of proceedings that would require substantial revision of the Final EIR prior to its certification, and that the Final EIR need not be recirculated prior to its certification.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

The EIR has identified unavoidable significant impacts that would result from implementation of the Project. California Public Resources Code Section 21081 and CEQA Guidelines Section 15093(b) provide that when the decision of the public agency allows the occurrence of significant impacts that are identified in the EIR, but are not at least substantially mitigated, the agency must state in writing the reasons to support its action based on the complete EIR and/or other information in the record. CEQA Guidelines Section 15093(b) require that the decision maker adopt a Statement of Overriding Considerations at the time of approval a project if it finds that significant adverse environmental effects have been identified in the EIR which cannot be substantially mitigated to an insignificant level or be eliminated. To adopt a Statement of Overriding Considerations, the decision maker must balance the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

The Findings and this Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the EIR, and documents and materials that constitute the record of proceedings.

The following impacts are not mitigated to a less than significant level for the Project, as identified in the EIR: 1) Noise (Construction Vibration –Human Annoyance Only; Cumulative Impacts – Construction Noise & Construction Vibration Only); 2) Transportation/Circulation (Cumulative Impacts – Intersection 7: Cahuenga Boulevard & Fountain Avenue, Intersection 8: Cahuenga Boulevard & Santa Monica Boulevard Only).

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 certain alternatives to the Project (as analyzed in the EIR), (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 the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

The following reasons summarize the benefits, goals and objectives of the Project, and provide the detailed rationale for the benefits of the Project. These overriding considerations of economic, social, aesthetic, and environmental benefits of the Project justify approval of the Project and certification of the EIR. Each of the following overriding considerations separately and independently (i) outweighs the adverse environmental impacts of the Project, and (ii) justifies adoption of the Project and certification of the EIR. In particular, achieving the underlying purpose for the Project would be sufficient to override the significant environmental impacts of the Project.

1. The Project will enhance the future economic vitality of the City by providing economic growth and benefits in the City and within the Community Plan area.
2. The Project will provide community benefits including a 3,800-square-foot public courtyard at the northern end of the project site, which will feature a variety of flowering trees, an art/sculpture element, and a water feature.
3. The Project will contribute to the expansion of the City's economic base through the development of currently underutilized property, providing significant tax revenues for the City through new sales and increased property taxes. Further, the Project would generate substantial fees to various governmental agencies including the County Transportation Fund, and non-recurring school fees paid to the Los Angeles Unified School

District, City Arts Fee paid to the City, and Quimby fees for parks and open space.

4. The Project will provide housing for a net population of approximately 741 people, including more affordable micro-units and 20 units for Moderate Income households, to the Hollywood area.
5. The Project will contribute up to \$50,000 towards the formation of a Preferential Parking district for residents of the surrounding area.
6. The Project will result in job creation and economic stimulus to local businesses and vendors. The Project would generate approximately 13 employees.
7. The Project will create employment-generating land uses in close proximity to existing and proposed residential uses. This should provide opportunities for residents of the surrounding area to shorten regular commutes and, thus, reduce vehicle miles traveled and air emissions.
8. The Project will reinforce the City's commitment to facilitate a reduction in traffic impacts by locating the Project in an area well served by public transportation. The Project site is served by numerous bus lines. Metro Rapid Bus Line 704 runs along Santa Monica Boulevard, within 0.3 miles of the Project site; the closest station to the Project site is located at Santa Monica Boulevard and Vine Street. Additionally, MTA line 4 also runs along Santa Monica Boulevard. Bus routes 2 and 302 run along Sunset Boulevard, with stops at Ingvar Avenue, 0.25 miles north of the Project site. MTA line 210 runs along Vine Avenue to the east of the Project site. The existing public transportation will be bolstered by the Project's approximately 410 bicycle parking spaces.
9. The Project will incorporate various Green Building/Sustainability Measures and features to enhance air quality and support Los Angeles' sustainability goals and policies.
10. The Project will provide 369 new housing units, including 20 units for Moderate Income households, to help meet the market demand for housing in Southern California and, in particular, in Los Angeles. The Project will also develop housing that is close to public transportation, job opportunities and other economic hubs. Further, the Project will promote affordable housing by including 30 micro units.
11. The Project will provide neighborhood-serving commercial and retail uses within walking distance of the new and existing residences and other retail establishments. The inclusion of such commercial and retail uses will activate the streets along the Project and create a pedestrian-friendly environment. Accordingly, there will be an increase in pedestrian traffic in the Project vicinity that would provide "eyes on the street" (i.e., future

residents, employees, and other visitors) that will act as a deterrent to crime, including graffiti.

12. The Project will provide needed retail shopping for the local community, thereby strengthening the economic vitality of the surrounding commercial area.
13. The Project will support the business community by bringing residents, employees, and other visitors to the Project and the area who will patronize local stores, restaurants and hotels.
14. The Project will be developed in an established urban center served by existing infrastructure and make more efficient use of existing facilities.
15. The development and use of the Project will accomplish the Project Objectives described in the EIR, including the following:
 - Redevelop an underutilized site with residential and commercial uses for the Hollywood community.
 - Maximize high-density residential uses that contribute to the housing needs of the City.
 - Provide a well-designed residential mixed-used project that is compatible and complementary with surrounding land uses.
 - Provide a mixed-use project that predominantly includes studio and one-bedroom units to serve the existing Hollywood community.
 - Support the use of public transit by maximizing residential uses in the vicinity of key public transit facilities including the Metro Red Line, regional Metro Bus lines, and local LADOT Dash lines.
 - Promote and support local, regional, and State mobility objectives to reduce vehicle miles traveled and infrastructure costs by providing housing and employment opportunities in an urban setting within an existing Regional Center, in close proximity to other employment opportunities, public facilities, goods, and services.
 - Implement Hollywood Redevelopment Project objectives, which include encouraging economic development, expanding housing for all income groups, meeting social needs of area residents, and providing urban design guidelines.
 - Increase property tax revenues to the City of Los Angeles.
 - Generate construction employment opportunities and economic investment in the City of Los Angeles and Hollywood community through the provision of residential and mixed uses in the Hollywood Center.

- Design a project with architectural features and materials appropriate for the location of the site, the size of the building, and surrounding uses.

Finding. For all the foregoing reasons, the City finds that the benefits of the Project, as approved, outweigh and override the significant and unavoidable impacts identified above.

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 1020 on May 4, 2016 at 12:30 pm.

1. Present: Approximately 20 people attended: The applicant and team members, and members of the community, including some who live in close proximity to the project site.
2. Public Speakers: nine public speakers: eight in support; one opposed
3. The Applicant's representatives spoke at the hearing and made the following statements:

Applicants

Edward Miller, Rescore Hollywood

Edgar Kahlatian, Attorney, Mayer Brown, LLP

Mr. Kahlatian provided an overview of the project site and vicinity, the project characteristics, current land use and zoning designations as well as the Applicant's entitlement requests. He also provided a description of the Applicant and the type of projects they do.

4. Speakers at the May 4, 2016 Public Hearing

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

- What is the proposed range of rents for the apartments?
- Would Cole become a two way street permanently, or just during construction?
- How would they prevent the back up of traffic on Fountain, a two lane street, with the entrance/exit to the parking garage?
- Parking is not sufficient. Nobody rides a bicycle. Parking is already a problem in the neighborhood.
- Asked about what FAR meant. Asked why it necessary to double the FAR. A seven story building is out of control, it's too tall for the neighborhood.
- Questioned ability of emergency vehicles to get beyond Cole and/or Homewood Avenue onto Fountain or Cahuenga, given the heavy traffic
- The nearby bungalows on Cahuenga that were built in the 1920s do not have any off street parking. Parking in the area is already nearly impossible.
- Residents are concerned that they cannot leave the house with a car because they will not have a parking space to return to.
- Requests for the applicant to assist in getting a permit parking zone established in the block south of the project.
- The public plaza will need security to prevent it from becoming a big public urinal from people walking home at night from the clubs on Sunset.

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

- Loves the project
- There is an extreme need for more housing stock in the community
- Supports the project
- The project will provide needed housing
- Providing non-luxury apartments is particularly helpful
- The city needs to be more walkable
- People do walk and ride bicycles in the community, it is done.
- The mixed use nature and the additional projects being built nearby mean that people can live literally across the street from where they work. Or in a live/work unit they won't have to walk anywhere
- The walk to the Metro rail station is not the most pleasant, but it is doable.
- Millennials will walk, bike and take transit more often
- Housing is in high demand in Southern California, and it's too expensive. It needs to be affordable so people have a chance to live and work here

Below is a summary of responses from the Applicant's rep regarding questions asked

- Rent would be market rate, but as a type 3 project that costs less to build, the rent would be less than high rise rent, which is what is mostly being built in the area
- Cole would be two-way on a permanent basis
- The entrance/exit on Fountain would be right in/right out only and the DOT determined that there would be no significant impacts
- The project is not required to provide guest parking, but because of the existing problem with street parking, they are providing a substantial amount of guest parking
- The Applicant has agreed and is committed to fund a permit parking zone application if the community can collect the necessary signatures to initiate the application process
- Part of why they have excess parking on site is to help the community
- The applicant will not be removing any street parking from Cahuenga or Fountain, the renderings just didn't show any cars parked in those locations
- The project will include 24 hrs a day security
- Construction workers will be prohibited from parking on the street during construction
- The current zone limits the FAR, but not the height. The height of the project is consistent with what could be built with the existing zoning
- Rents, based on current market conditions, would be approximately \$1450/mo to \$3200/month for the larger units

5. Communications Received.

- ~~No additional public comments have been received regarding this case.~~
- Since the June 9, 2016 CPC meeting, City staff has received four letters from members of the public regarding the project. Each one stated opposition to the project. Reasons stated included:
 - Traffic congestion is already bad, the project would make it much worse

- Expensive studios and microlofts do not help the overall housing problem in the city
- If it was an affordable housing project, it would be supported
- Construction may obstruct access to Fire Station 27
- The area cannot support the density proposed
- Parking is already impacted in the area and there is not enough for the existing residents
- Current residents should not be displaced for more luxury apartments and condos
- The view of the Hollywood sign from Cole Avenue would be blocked
- The project will change the character of the neighborhood and displace families
- The increase in Central Hollywood's density is too much and should not be done to the detriment of the current residents.
- A 3-story, 100-unit building with 523 parking spaces and rent that is at least \$600 cheaper per unit would be a positive alternative.