



## DEPARTMENT OF CITY PLANNING

### RECOMMENDATION REPORT

#### City Planning Commission

**Date:** August 9, 2018  
**Time:** After 8:30 A.M.\*  
**Place:** Los Angeles City Hall  
Council Chambers, Room 340  
200 North Spring Street  
Los Angeles, California 90012

**Public Hearing:** June 20, 2018  
**Appeal Status:** General Plan Amendment is not appealable. Vesting Zone Change and Height District Change are appealable by the Applicant to the City Council if disapproved in whole or in part. On-Menu Density Bonus is appealable by the Applicant or abutting property owners and tenants. All other actions are appealable to City Council.

**Expiration Date:** August 9, 2018  
**Multiple Approval:** Yes

**Case No.:** CPC-2015-1922-GPA-VZC-HD-CUB-DB-SPR  
**CEQA No.:** ENV-2015-1923-EIR  
SCH No. 2006111135  
**Related Cases:** VTT-74172-1A  
**Previous Cases:** CPC-2007-515-GPA-ZC-HD-CU-CUB-ZV-ZAA-SPR-SPE-SPP-1A, VTT-68501-2A  
**Council No.:** 13 – O’Farrell  
**Plan Area:** Hollywood  
**Specific Plan:** Hollywood Signage Supplemental Use District (SUD)  
**Certified NC:** Hollywood Studio District  
**Existing GPLU:** Regional Center Commercial and High Medium Residential  
**Proposed GPLU:** Regional Center Commercial  
**Existing Zone:** (T)(Q)C2-2D-SN and (T)(Q)R4-1VL  
**Proposed Zone:** C2-2D  
**Applicant:** Shaul Kuba; 5929 Sunset (Hollywood), LLC  
**Representative:** Katherine Casey; Craig Lawson & Co., LLC

**PROJECT LOCATION:** 5929-5945 West Sunset Boulevard and 1512-1540 North Gordon Street

**PROPOSED PROJECT:** *Original Project:* Development of 299 residential units, including 284 market rate units and 15 affordable housing units at the Very Low Income level (5 percent of total units); approximately 46,110 square feet of commercial space comprised of 38,440 square feet of office space, approximately 3,700 square feet of ground floor restaurant space and approximately 3,970 square feet of ground floor community serving retail space (including up to a 1,475 square-foot coffee shop); and an approximately 18,962 square-foot public park on the north side of the project site along Gordon Street. In total, the project will contain approximately 324,693 square feet of floor area. The project will include a 22-story structure consisting of an 18-floor residential tower above a four-level above-grade podium structure. The podium structure is proposed to have three levels below grade and three levels above-grade parking and a new automated steel parking structure that is proposed to be located above the parking area on Level L3 (within the approximate height of Level L4 of the rest of the podium structure), which would include two floors of automated parking. The project will provide at least 353 residential parking spaces and 75 commercial parking spaces (for a total of 428 parking spaces).

*Recommended Project (No Automated Steel Parking Structure Alternative):* Development of 299 residential units, including 284 market rate units and 15 affordable housing units at the Very Low Income level (5 percent of total units); approximately 46,110 square feet of commercial space comprised of 38,440 square feet of office space, approximately 3,700 square feet of ground floor restaurant space and approximately 3,970 square feet of ground floor community serving retail space (including up to a 1,475 square-foot coffee shop); and an approximately 18,962 square-foot public park on the north side of the project site along Gordon Street. In total, the project will contain approximately 324,693 square feet of floor area. The project will include a 22-story structure consisting of an 18-floor residential tower above a four-level above-grade podium structure. The project will provide approximately 508 parking spaces within the three levels of subterranean parking and three levels of above-grade parking that are currently developed on the project site, and no additional construction would be required to provide parking within the project to meet Los Angeles Municipal Code (LAMC) requirements, in conjunction with the approval of a Zone Change Ordinance that would allow for the reduction of clear space at structural elements in the project's parking structure and up to 66 percent of the parking stalls to be compact parking stalls.

*\*Note: Since the June 20, 2018 public hearing, and the Deputy Advisory Agency's approval of the Vesting Tentative Tract Map No. 74172, the applicant has modified the proposed project to also set aside 15 units (5 percent of total units) for "workforce housing". This modification is described in the Project Analysis section of this report.*

**REQUESTED  
ACTION:**

**ENV-2015-1923-EIR**

1. Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, find that the project was assessed in the previously certified Environmental Impact Report, SCH No. 2006111135, certified by the Community Redevelopment Agency (CRA) on October 18, 2007, the Erratum to the EIR, dated October 10, 2007 and Addendum to the EIR, dated February 29, 2008.
2. Pursuant to CEQA Guidelines Section 15163, find that the City Planning Commission has reviewed and considered the information contained in the Sunset and Gordon Mixed-Use Project EIR, SCH No. 2006111135, certified by the CRA, on October 18, 2007, the Erratum to the EIR, dated October 10, 2007 and Addendum to the EIR, dated February 29, 2008; and the Supplemental EIR, which includes the Draft Supplemental EIR, No. ENV-2015-1923-EIR, SCH No. 2006111135, dated August 24, 2017, and the Final Supplemental EIR dated May 25, 2018 (collectively, the Sunset and Gordon Mixed-Use Project Supplemental EIR), as well as the whole of the administrative record.
3. Pursuant Section 21082.1(c)(3) of the California Public Resources Code, the consideration and certification of the Supplemental EIR, for the above-referenced project, and Adoption of the Statement of Overriding Considerations setting forth the reason and benefits of adopting the Supplemental EIR with full knowledge that significant impacts may remain.
4. Pursuant to Section 21081.6 of the California Public Resources Code, the adoption of the proposed Mitigation Measures and Mitigation Monitoring Program.
5. Pursuant to Section 21081 of the California Public Resources Code, the adoption of the required Findings for the certification of the Supplemental EIR.



**CPC-2015-1922-GPA-VZC-HD-CUB-DB-SPR**

6. Pursuant to City Charter Section 555 and Los Angeles Municipal Code (LAMC) Sections 11.5.6 and 12.32 E, a **General Plan Amendment** to amend the 1988 Hollywood Community Plan to re-designate the portion of the project site located at 1528-1540 N. Gordon Street (Lots 17, 18, and 19 of Bagnoli Tract No. 2), from High Medium Residential to Regional Center Commercial.
7. Pursuant to LAMC Sections 12.32 F and 12.32 Q, a **Vesting Zone Change and Height District Change** from (T)(Q)C2-2D and (T)(Q)R4-1VL to C2-2D subject to conditions that would permit a total allowable floor area for the entire project site of approximately 324,693 square feet, 299 dwelling units, and building height of approximately 250 feet (22 stories).
8. Pursuant to LAMC Section 12.24 W.1, a **Conditional Use Permit** to allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption within the proposed ground floor restaurant.
9. Pursuant to LAMC Section 12.22 A.25, the Applicant proposes to set aside 15 units, or 5 percent of the total number of dwelling units, for Very Low Income households; in conjunction with Parking Option 1 and an **On-Menu Incentive** to allow a 20 percent decrease in the total required amount of usable open space.
10. Pursuant to LAMC Section 16.05, a **Site Plan Review** for a project which creates, or results in an increase of, 50 or more dwelling units.

**RECOMMENDED ACTIONS:****ENV-2015-1923-EIR**

1. **Find**, based on the independent judgment of the City Planning Commission, after consideration of the whole of the administrative record, that the project was previously assessed in the Sunset and Gordon Mixed-Use Project EIR, SCH No. 2006111135, certified by the Community Redevelopment Agency (CRA) on October 18, 2007, the Erratum to the EIR, dated October 10, 2007 and Addendum to the EIR, dated February 29, 2008, pursuant to CEQA Guidelines, Sections 15162 and 15164; and,
2. **Find**, that the City Planning Commission has reviewed and considered the information contained in the Sunset and Gordon Mixed-Use Project EIR, SCH No. 2006111135, certified by the CRA on October 18, 2007, the Erratum to the EIR, dated October 10, 2007 Addendum to the EIR, dated February 29, 2008; and the Supplemental EIR, which includes the Draft Supplemental EIR, No. ENV-2015-1923-EIR, SCH No. 2006111135, dated August 24, 2017, and the Final Supplemental EIR dated May 25, 2018 (collectively, the Sunset and Gordon Mixed-Use Project Supplemental EIR), as well as the whole of the administrative record.

**Certify that:**

- a. The Sunset and Gordon Mixed-Use Project Supplemental EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
- b. The Sunset and Gordon Mixed-Use Project Supplemental EIR was presented to the City Planning Commission as a decision-making body of the lead agency; and
- c. The Sunset and Gordon Mixed-Use Project Supplemental EIR reflects the independent judgment and analysis of the lead agency.

**Adopt the following:**

- a. The related and prepared Sunset and Gordon Mixed-Use Project CEQA Findings;

- b. The Statement of Overriding Considerations setting forth the reasons and benefits of adopting the Supplemental EIR with full knowledge that significant impacts may occur; and
  - c. The Mitigation Monitoring Program prepared for the Sunset and Gordon Mixed-Use Project Supplemental EIR.
3. **Advise** that 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.
4. **Advise** the Applicant that pursuant to State Fish and Wildlife Code Section 711.4, a Fish and Wildlife Fee and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

**CPC-2015-1922-GPA-VZC-HD-CUB-DB-SPR**

5. **Approve and Recommend** that the City Council adopt a General Plan Amendment to amend the 1988 Hollywood Community Plan to re-designate the portion of the project site located at 1528-1540 N. Gordon Street (Lots 17, 18, and 19 of Bagnoli Tract No. 2), from High Medium Residential to Regional Center Commercial.
6. **Approve and Recommend** that the City Council adopt a Vesting Zone and Height District Change from (T)(Q)C2-2D-SN to (T)(Q)C2-2D-SN; and (T)(Q)R4-1VL to (T)(Q)C2-2D, subject to conditions that would permit a total allowable floor area for the entire project site of approximately 324,693 square feet, 299 dwelling units, and building height of approximately 250 feet (22 stories); including (Q) Conditions and a Zone Change Ordinance to permit for the reduction of clear space at structural elements in the project's parking structure and to allow up to 66 percent of the parking stalls to be compact parking stalls.
7. **Approve a Conditional Use Permit** to allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption within the proposed 3,700 square-foot ground floor restaurant.
8. **Approve an On-Menu Incentive** for a 20 percent decrease in the total required amount of usable open space, in conjunction with Parking Option 1.
9. **Approve a Site Plan Review** for a project which creates 299 dwelling units.
10. **Adopt** the Conditions of Approval.
11. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP  
Director of Planning



Shana Bonstin  
Principal City Planner



Christina Toy Lee  
Senior City Planner



Mindy Nguyen  
City Planner

**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, City Hall, 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 to 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 these 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 seven working days prior to the meeting by calling the Commission Secretariat at (213) 978-1295.

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## **Exhibits:**

- A – Architectural Plans
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  - General Plan Amendment Map
  - Zone Change Map
- D – Photos
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  - Landscaping and Park Site Photo Exhibit
- E – Mitigation Monitoring Program

Supplemental Environmental Impact Report (EIR) link:  
<https://planning.lacity.org/eir/SunsetAndGordon/SunsetGordonCoverPg.html>

CRA Certified Final EIR Link:  
[http://clkrep.lacity.org/online/docs/2008/08-1509\\_misc\\_9-1-07.pdf](http://clkrep.lacity.org/online/docs/2008/08-1509_misc_9-1-07.pdf)

Erratum to the CRA Certified Final EIR Link:  
[http://clkrep.lacity.org/online/docs/2008/08-1509\\_misc\\_10-7-07.pdf](http://clkrep.lacity.org/online/docs/2008/08-1509_misc_10-7-07.pdf)

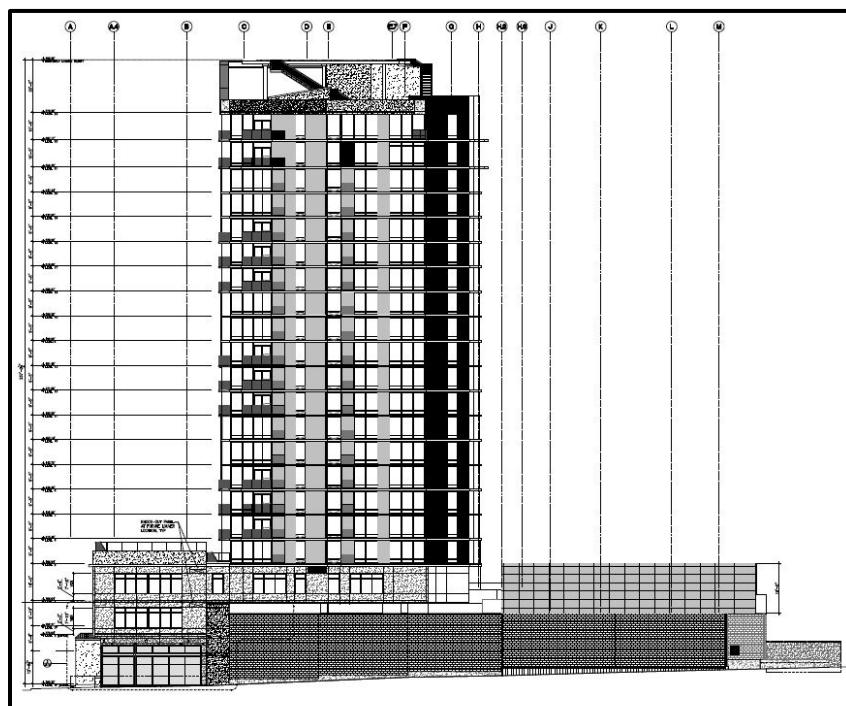
Addendum to the CRA Certified Final EIR Link:  
[http://clkrep.lacity.org/online/docs/2008/08-1509\\_misc\\_2-29-08.pdf](http://clkrep.lacity.org/online/docs/2008/08-1509_misc_2-29-08.pdf)

## PROJECT ANALYSIS

### PROJECT SUMMARY

The applicant, 5929 Sunset (Hollywood), LLC, proposes the development of a mixed-use project containing 299 residential apartment units, including 269 market rate units and 15 affordable housing units at the Very Low Income level (5 percent of total units), and 15 units for workforce housing (5 percent of total units); approximately 46,110 square feet of commercial space; and an approximately 18,962 square-foot public park. The project is comprised of a 22-story structure consisting of an 18-floor residential tower above three levels of below-grade parking and a four-level, above-grade podium structure comprised of three levels of above-grade parking, approximately 7,670 square feet of ground floor commercial space (with approximately 3,700 square feet of restaurant use and approximately 3,970 square feet of community serving retail use with up to approximately 1,475 square feet of a coffee shop) on the ground floor of Sunset Boulevard; and approximately 38,440 square feet of creative office space. In total, the project will contain approximately 324,693 square feet of floor area on a site that is 74,514 square feet in size, for a Floor Area Ratio (FAR) of 4.5:1.

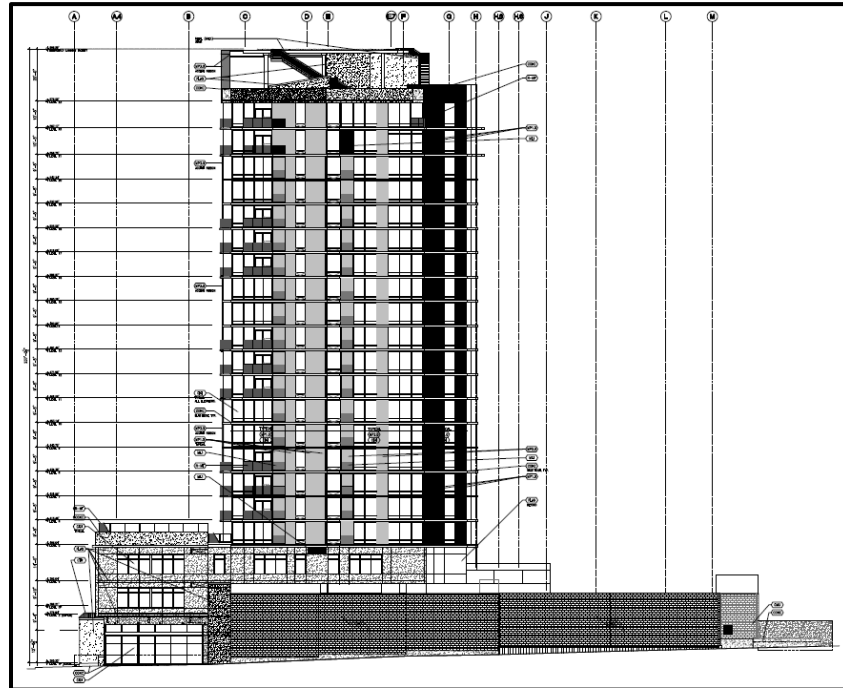
As proposed, the project includes a new automated steel parking structure located above the parking area on Level L3 (within the approximate height of Level L4 of the podium structure, occupied by creative office space), comprised of two stacked levels of automated parking, and provide 353 residential parking spaces and 75 commercial parking spaces (for a total of 428 parking spaces).



East Elevation (Automated Steel Parking Structure)

However, on June 29, 2018, the Deputy Advisory Agency approved the “No Automated Steel Parking Structure Alternative” as part of the certification and adoption of the Sunset and Gordon Mixed-Use Project Supplemental EIR (ENV-2015-1923-EIR) and the approval of Vesting Tentative Tract Map No. 74172. Under the No Automated Steel Parking Structure Alternative, approximately 508 parking spaces would be provided within the three levels of subterranean parking and three levels of above-grade parking that are currently developed on the project site, and no additional construction would be required to provide parking within the project to meet Los

Angeles Municipal Code (LAMC) requirements, in conjunction with the approval of a Zone Change Ordinance that would allow for the reduction of clear space<sup>1</sup> at structural elements in the project's parking structure and up to 66 percent of the parking stalls to be compact parking stalls. Of the 80 additional parking spaces, approximately 63 of them would be tandem parking spaces within the residential portion of the parking garage. These additional tandem parking spaces would provide additional on-site parking for certain residential units.



East Elevation (No Automated Steel Parking Structure)

The project also proposes to legalize the demolition of the existing Old Spaghetti Factory (OSF) Building and incorporate a replica of its façade in approximately the same position and dimensions of the demolished building. The replica of the façade would recreate the Spanish Colonial Revival style of the OSF Building within its original footprint, which includes two symmetrical wings on either side of a centrally located opening supported by six Tuscan columns. Externally, the replica of the OSF Building façade would have the same height, size, and color as the previously existing OSF Building. The interior of the replica would incorporate many of the same elements (height, size, and color), and incorporate four of the building's original wood trusses and the fireplace mantle. Additionally, the windows and doors of the replica of the OSF Building would be designed to resemble the style of the OSF Building.

Any reference to the project hereafter (except for the CEQA Findings) shall be inclusive of the recommended "No Automated Steel Parking Structure Alternative", in lieu of the project as originally proposed.

## Density

The requested General Plan Amendment and Vesting Zone Change would result in an underlying land use of Regional Center Commercial and C2 zoning. Pursuant to LAMC Section 12.22 A.18(b), any C2 Zone within an area designated as Regional Center Commercial is permitted R5

<sup>1</sup> LAMC Section 12.21 A.5(a)(ii) requires the minimum width of every parking stall provided for multi-family dwelling units to be increased by at least 10 inches when the stall adjoins a wall, partition, column, post or other obstruction that is located less than 14 feet from the access aisle in order to provide adequate "clear space" for residents' cars to park and for people to be able to enter and exit safely from their vehicles.

uses and density. For a lot that totals approximately 74,154 square feet in size, this would allow a base density of 370 units, or a base density of 371 units in conjunction with Density Bonus. The project proposes a maximum of 299 residential uses, and will not be permitted to exceed this density per the “D” Limitation imposed herein.

### **Building Height and Floor Area**

The proposed building is comprised of three main components: residential tower, parking podium (with retail, restaurant and office space) and a public park. The largest massing of the building will be the 22-story residential tower (18 stories of residential dwelling units over a four-level podium base), which will be located along Sunset Boulevard with a total height of approximately 250 feet.

With the “D” Limitation, the Floor Area Ratio (FAR) will be limited to 4.5:1 across the project site, with a maximum building height of 250 feet. This density is lower than the 6:1 FAR otherwise permitted in Height District 2 and is consistent with Footnote 9 of the Hollywood Community Plan General Plan Land Use Map, which corresponds with the Regional Center Commercial land use designation.

### **Setbacks**

Pursuant to LAMC Section 12.14 C.(2)(ii), no setbacks are required for commercial uses, and side and rear yard setbacks for residential uses shall conform with the R4 Zone. Pursuant to LAMC Section 12.22 A.18(c), no yard requirements shall apply to the residential portions of buildings located on lots in the C2 Zone if such are used exclusively for residential uses, abut a street, and the first floor of such buildings at ground level is used for commercial uses or for access to the residential portions of such buildings. Therefore, the only portion of the project subject to yard requirements are the northerly and easterly portions of the residential tower.

The R4 Zone requires minimum side yard setbacks of 5 feet, plus one-foot for each story over the second, not to exceed 16 feet; and a minimum rear yard setback of 15 feet, plus 1-foot for every story over the third, not to exceed 20 feet. The project proposes a 20-foot easterly side yard setback, and a 150-foot northerly rear yard setback, where the public park will serve as a buffer between the structure and adjacent residential uses to the north, in order to create a more desirable living environment for the residential occupants by increasing natural light. While not required, the project also proposes a 150-foot rear yard setback for the commercial uses.

### **Open Space and Landscaping**

The proposed project will provide approximately 35,234 square feet of open space, which includes an approximately 18,962 square-foot public park, which will include amenities such as benches, tables, a bocce ball court, dog run, trash receptacles, as well as a variety of planters and trees; an approximately 7,283 square-foot pool and pool deck on the top of the parking podium adjacent to the residential tower; an approximately 2,775 square-foot recreation room on the ground floor; an approximately 1,683 square-foot recreation room located on a mezzanine level accessed from the ground floor recreation room, an approximately 2,032 square-foot fitness room on Level 3; an approximately 609 square-foot club room on Level 5; a common open space area is an outdoor plaza on the south east corner of the project; and private balcony areas for 59 residential units.

The project will provide approximately 15,664 square feet of planted open space area, will include approximately 81 trees, with approximately 50 trees located on the ground level and approximately 31 trees located on Level 5, and exceeds the 5,479 square feet that is required as per LAMC Section 12.21 G.2(a)(3).



## Parking

The proposed project would provide approximately 508 parking spaces, comprised of 426 residential, 75 commercial and 7 public parking spaces, within three levels of subterranean parking and three levels of above-grade parking. Vehicular access to the parking structure will be from a driveway on Gordon Street, north of Sunset Boulevard. The project also includes immediate installation of Electric Vehicle (EV) charging stations for 5 percent of the total proposed parking spaces and wiring for future installation of EV charging stations for 20 percent of the total proposed parking spaces.

In addition to vehicular parking, the project will provide 401 bicycle parking spaces on-site. All long-term bicycle parking spaces will be secured within the parking garage. Short-term bicycle parking spaces will be located outside the building on the Sunset Boulevard frontage and within the ground level of the building and parking garage with direct access to the street.

Below is a breakdown of the project parking requirements based on the Zone Change Ordinance, as recommended as part of the “No Automated Steel Parking Structure Alternative”, code-required parking per LAMC Section 12.21 A.4 and Parking Option 1 pursuant to LAMC 12.22 A.25. As can be seen, the Zone Change Ordinance would result in 508 parking spaces which exceeds the Density Bonus minimum requirement of 434, but does not exceed the minimum code-required of 612 spaces. Therefore, the project would not be considered over-parked.

### Code Required (LAMC 12.21 A.4)

| <b>No. Habitable Rooms</b>                 | <b>Unit Mix</b>       | <b>Parking Rate</b> | <b>Required</b>        |
|--|-----------------------|---------------------|------------------------|
| <b>&lt; 3 habitable rooms</b>              | 50                    | 1                   | 50                     |
| <b>= 3 habitable rooms</b>                 | 77                    | 1.5                 | 115                    |
| <b>&gt; 3 habitable rooms</b>              | 172                   | 2                   | 344                    |
| <b>Total Residential Parking</b>           |                       |                     | <b>509</b>             |
| <b>Commercial Parking</b>                  | <b>Square Footage</b> | <b>Parking Rate</b> | <b>Required</b>        |
|  | 46,110                | 2 spaces/1,000 sf   | 92                     |
| <b>Total Commercial Parking</b>            |                       |                     | <b>74</b>              |
| <b>Mitigation Measures K.1-1 and K.1-2</b> |                       |                     | <b>7 public spaces</b> |
| <b>Total Required Parking</b>              |                       |                     | <b>612</b>             |

### Density Bonus Parking Option 1 (LAMC 12.22 A.25)

| <b>No. Bedrooms</b>                        | <b>Unit Mix</b>       | <b>Parking Rate</b> | <b>Required</b>        |
|--|-----------------------|---------------------|------------------------|
| <b>Studio</b>                              | 50                    | 1                   | 50                     |
| <b>One-bedroom</b>                         | 156                   | 1                   | 156                    |
| <b>Two-bedroom</b>                         | 93                    | 2                   | 186                    |
| <b>Total</b>                               | 299                   |                     | 392                    |
| <b>Bicycle Parking Reduction</b>           |                       | 10%                 | -39                    |
| <b>Total Residential Parking</b>           |                       |                     | <b>353</b>             |
| <b>Commercial Parking</b>                  | <b>Square Footage</b> | <b>Parking Rate</b> | <b>Required</b>        |
|  | 46,110                | 2 spaces/1,000 sf   | 92                     |
| <b>Bicycle Parking Reduction</b>           |                       | 20%                 | -18                    |
| <b>Total Commercial Parking</b>            |                       |                     | <b>74</b>              |
| <b>Mitigation Measures K.1-1 and K.1-2</b> |                       |                     | <b>7 public spaces</b> |
| <b>Total Parking Required</b>              |                       |                     | <b>434</b>             |

Zone Change Ordinance

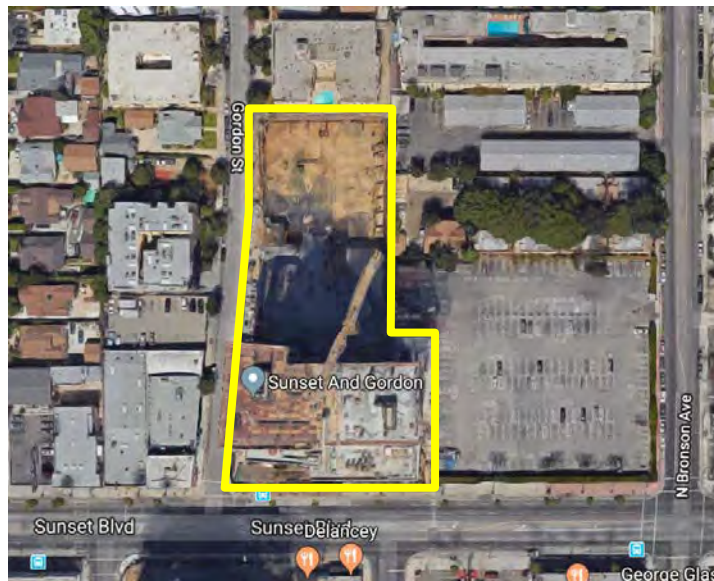
| <b>66% Compact Spaces</b>                  | <b>Proposed</b> |
|--|-----------------|
| <i>Residential Parking</i>                 | 426             |
| <i>Commercial Parking</i>                  | 75              |
| <i>Mitigation Measures K.1-1 and K.1-2</i> | 7 public spaces |
| <b>Total Parking Proposed</b>              | <b>508</b>      |

**BACKGROUND****Subject Site**

The project site is comprised of nine (9) contiguous lots which total approximately 74,154 square feet (1.65 acres) and includes Lots 12, 13, 14, 15, and 16 of the Bagnoli Tract No. 2 (Assessor Parcel No. (APN) 5545-009-035), the west 50 feet of Lot 6 of the Paul and Angel Reyes Subdivision (APN 5545-009-031), and Lots 17, 18, and 19 of the Bagnoli Tract No. 2 (APNs 5545-009-005, 5545-009-006, 5545-009-007).

The project site is located at the northeast corner of Sunset Boulevard and Gordon Street, with approximately 225 feet of frontage along the northerly side of Sunset Boulevard, and approximately 415 feet of frontage along the easterly side of Gordon Street, within the Hollywood Community Plan.

The project site is located in the CRA/LA Hollywood Redevelopment Project Area, Adaptive Reuse Incentive Area, Transit Priority Area, and the Los Angeles State Enterprise Zone. Lots 12-14 of Bagnoli Tract No. 2, Lot FR6 of the Paul and Angel Reyes Subdivision, Lots 15-16 of Bagnoli Tract No. 2 of the project site are located within the Hollywood Signage Supplemental Use District (SUD)).



Regionally, the project site is located approximately 0.25 miles west of the Hollywood Freeway (US-101), 3.8 miles south of the 134 Freeway, 4.5 miles northwest of the Harbor Freeway (SR 110), and 4.25 miles north of the Santa Monica Freeway (I-10). Locally, the project site is accessible via Sunset Boulevard and Gordon Street.

## Existing Development

The project site is currently improved with a vacant, 22-story, approximately 250-foot tall, mixed-use building containing approximately 319,562 square feet of floor area, and an approximately 18,962 square-foot public park. The building is comprised of an 18-floor residential tower above a four-level above-grade podium structure with three levels of subterranean parking and three levels of above-grade parking. At present, the building and public park are closed in compliance with an Order to Vacate issued by the Los Angeles Department of Building and Safety (LADBS) on March 19, 2015.

Prior to construction of the building and public park, the project site was developed with an approximately 15,252 square-foot existing restaurant use, its associated surface parking lots and multi-family residential uses containing nine (9) residential units. All of those previously existing uses were demolished starting in 2012.

## Project History

On July 25, 2008, the City Council approved land use entitlements for a development not to exceed 324,901 square feet of floor area, comprised of a 260-foot tall, mixed-use building with 305 multi-family residential units, approximately 40,000 square feet of creative office space, approximately 13,500 square feet of retail (including 8,500 square feet of restaurant uses), an approximately 21,177 square-foot public park, and two supergraphic signs under Case No. CPC-2007-0515-GPA-ZC-HD-CU-CUB-ZV-ZAA-SPR-SPE-SPP (Council File 08-1509 and Ordinance 180,094, effective September 13, 2008, and hereafter referred to as the “City Approved Project”). The City Approved Project included a 23-story structure consisting of an 18-story residential tower over a five-level podium base. The approved Plot Plan for the City Approved Project identified that portions of existing structural/architectural components of the Old Spaghetti Factory (OSF) Building at 5939 Sunset Boulevard (OSF Building) were to remain.

On March 20, 2009, the Los Angeles County Superior Court denied a petition seeking to invalidate the City’s approvals for the City Approved Project based on three causes of action alleging violations of CEQA, the improper granting of variances and for violation of the Subdivision Map Act for improper granting of parking reductions (La Mirada Avenue Neighborhood Association of Hollywood v. City of Los Angeles, BS 116355, Statement of Decision). This decision was appealed as to the allegations of improper granting of variances, and on September 22, 2010, the Court of Appeal of the State of California, Second Appellate District, upheld the Los Angeles County Superior Court’s decision (La Mirada Avenue Neighborhood Association of Hollywood v. City of Los Angeles, B217060, Statement of Decision). Since the City’s September 2008 approvals were upheld, the applicant was able to move forward with construction of the City Approved Project.

Between January and July 2012, the Los Angeles Department of Building and Safety issued demolition and building permits for the construction of the City Approved Project, including permits authorizing the demolition of the OSF Building and the construction of a replica of the OSF Building façade in approximately the same position and dimensions of the demolished building. Construction commenced in July 2012 and was substantially completed in September 2014.

After the City’s issuance of the demolition and building permits, said permits were challenged through the City’s administrative appeal process and in court. In October 2014, the Los Angeles County Superior Court issued a final order that any permit issued in violation of Ordinance No. 180,094, establishing the City Approved Project’s (Q) Conditions and “D” Development Limitations, and LAMC Section 12.29 (Violations of Conditions – Penalty), is void (La Mirada Avenue Neighborhood Association of Hollywood v. City of Los Angeles, BS 137262, Final Order).

On September 9, 2015, the Court of Appeal of the State of California, Second Appellate District upheld the Los Angeles County Superior Court order (La Mirada Avenue Neighborhood Association of Hollywood v. City of Los Angeles, B259672), and the fact that some permits were issued in violation of project approvals. Due to the final court order, the building and public park were closed in compliance with an Order to Vacate issued by the Los Angeles Department of Building and Safety on March 19, 2015. Currently, the applicant seeks to re-entitle the completed building and public park so that all necessary permits can be considered for issuance by the City.

On May 15, 2015, the applicant filed the subject request, in addition to a Parcel Map to allow for permit the merger of the subject property and re-subdivision to create one (1) master lot and one (1) airspace lot. On December 8, 2016, the applicant requested to withdraw the Parcel Map and refiled as a Vesting Tentative Tract Map for permit the merger of the subject property and re-subdivision to create one (1) master lot and one (1) airspace lot.

|                             | City Approved Project                                | Proposed Project  |
|-----------------------------|--|---|
| <b>Floor Area</b>           | 324,901 square feet                                  | Approx. 324,693 square feet   |
| <b>Building Height</b>      | 260 feet   | Approx. 250 feet  |
| <b>Residential Density</b>  | 305 dwelling units                                   | 299 dwelling units (incl. 15 Very Low Income households / 15 Workforce Housing)         |
| <b>Office</b>               | 40,000 square feet                                   | Approx. 38,440 square feet  |
| <b>Retail / Restaurant</b>  | 13,500 square feet<br>(incl. 8,500 sf of restaurant) | Approx. 7,670 square feet<br>(incl. 3,700 sf – restaurant)                              |
| <b>Public Park</b>          | Minimum 21,177 square feet                           | Approx. 18,962 square feet  |
| <b>Automobile Parking</b>   | <b>Residential:</b> 413                              | <b>Residential:</b> 426   |
|                             | <b>Commercial:</b> 107                               | <b>Commercial:</b> 75   |
|                             | ---  | <b>Public Parking:</b> 7 public parking spaces<br>(Mitigation Measures K.1-1 and K.1-2) |
|                             | 508 parking spaces                                   | 508 parking spaces  |
| <b>Shared Ride Vehicles</b> | 3 Shared Ride Vehicles                               | 3 Shared Ride Vehicles  |
| <b>EV Stations</b>          | 0  | 20% EV-ready (86 spaces); 5% incl. EV-charging stations (22 spaces)                     |
| <b>Bicycle Parking</b>      | 0  | 401 Bicycle Parking Spaces<br><i>329 residential / 72 commercial</i>                    |
| <b>Supergraphic Signs</b>   | 2 Supergraphic Signs                                 | 0 Supergraphic Signs  |

A Draft Supplemental EIR was prepared and circulated from August 24, 2017 to October 9, 2017. The Final Supplemental EIR was published on May 25, 2018.

On June 29, 2018, the Advisory Agency approved Vesting Tentative Tract Map No. 74172, for the merger and re-subdivision of nine (9) lots into one (1) master lot and one (1) airspace lot (above and below grade), and limited dedication and merger of Gordon Street below grade at a width of four (4) feet and depth of 48.33 feet, approximately 0.3 feet below the finished grade of the public sidewalk, in conjunction with a 22-story residential development consisting of an 18-floor residential tower above a four-level above-grade podium structure including three levels of subterranean parking and three levels of above-grade parking and containing a maximum of 299 apartment units, 46,110 square feet of commercial space, and an 18,962-square-foot public park; certified the Supplemental EIR; and adopted the “No Automated Steel Parking Structure Alternative”. The decision of the Advisory Agency was subsequently appealed by an aggrieved party, and is pending decision by the City Planning Commission concurrent with the subject case.

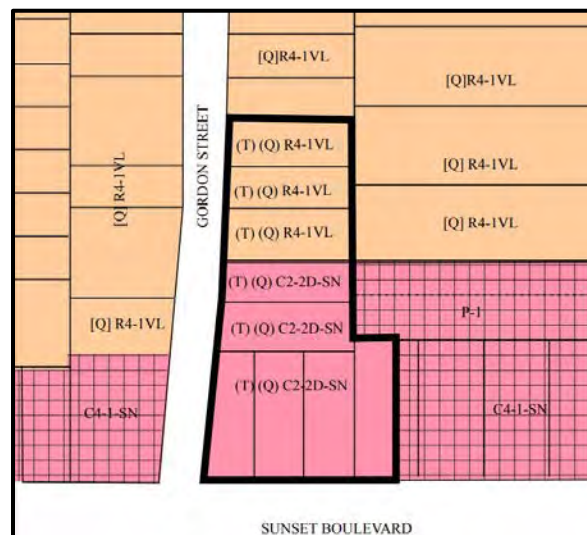
## Existing Zoning and Land Use Designation

Prior to the City Approved Project, the project site was located in two land use designations pursuant to the 1988 Hollywood Community Plan and two zoning designations, as follows:

- (1) Highway Oriented Commercial and C4-1-SN for all properties fronting on Sunset Boulevard and two parcels fronting Gordon Street (5929, 5933-5937, 5939, 5945 West Sunset Boulevard and 1512, 1516 and 1522 North Gordon Street, legally described as Lots 12-14 of Bagnoli Tract No. 2, Lot FR6 of the Paul and Angel Reyes Subdivision, Lots 15-16 of Bagnoli Tract No. 2); and
- (2) High Medium Density Residential and [Q]R4-1VL for the remaining properties fronting along Gordon Street (1528-1540 North Gordon Street, legally described as Lots 17, 18, and 19 of Bagnoli Tract No. 2).

The City Approved Project resulted in new zoning and land use designations, as follows:

- (1) Regional Center Commercial and (T)(Q)C2-2D-SN for all properties fronting on Sunset Boulevard and two parcels fronting Gordon Street (5929, 5933-5937, 5939, 5945 West Sunset Boulevard and 1512, 1516 and 1522 North Gordon Street, legally described as Lots 12-14 of Bagnoli Tract No. 2, Lot FR6 of the Paul and Angel Reyes Subdivision, Lots 15-16 of Bagnoli Tract No. 2) (hereafter collectively referred to as the “C2 parcels”); and
- (2) High Medium Density Residential and (T)(Q)R4-1VL for the remaining properties fronting along Gordon Street (1528-1540 North Gordon Street, legally described as Lots 17, 18, and 19 of Bagnoli Tract No. 2) (hereafter collectively referred to as the “R4 Parcels”).



Provided that the Court Order only voided permits issued in violation of Ordinance No. 180,094, the zoning and land use designations approved under the City Approved Project are still effective.

### Hollywood Signage Supplemental Use District (SUD)

The C2 parcels are located within the Hollywood Signage Supplemental Use District (SUD), and no changes to this designation are proposed. As such, Ordinance No. 181,340 shall continue to apply to the C2 parcels only, and will not apply to the remainder of the project site.

## Surrounding Land Uses

The surrounding land uses are comprised of a mix of low- to medium-density residential, commercial, and office uses. The Sunset Boulevard corridor is characterized by a variety of residential developments, restaurants, and mid- to high-rise office, commercial and retail buildings. North of Sunset Boulevard, Gordon Street is characterized as a residential neighborhood consisting of single- and multi-family residential uses. Housing is predominately multi-family, with only a few single-family residential properties.

The properties immediately surrounding the project site are described as follows: a four-story apartment complex (1546 Gordon Street) to the north; several low- to mid-density residential uses (1527-1555 N. Bronson Street) to the northeast; a surface parking lot to the east; multiple single-story commercial uses and the 10-story Emerson College Los Angeles Campus building to the south (across Sunset Boulevard); and several single-story retail/commercial uses (6001-6015 Sunset Boulevard and 1507-1511 Gordon Street), a surface parking lot, and residential uses (1523-1563 Gordon Street) to the west (across Gordon Street).

## Streets and Circulation

Sunset Boulevard is an Avenue I under the Mobility Plan 2035, with a designated full right-of-way width of 100 feet and roadway width of 70 feet. The street is currently improved to the required standards with a 100-foot full right-of-way, 50-foot half right-of-way, and 15-foot sidewalks.

Gordon Street is a Local Limited Street under the Mobility Plan 2035, with a designated full right-of-way width of 60 feet and roadway width of 36 feet. The street is currently improved to a 52- to 53-foot full right-of-way, 26 to 27-foot half right-of-way, and 8 to 9-foot sidewalks.

## Public Transit

Public transportation in the surrounding area is provided by Metropolitan Transit Authority (Metro) and the City of Los Angeles Department of Transportation Dash service (DASH), subway Metro Rail, and Metro Express. The project site is also located within 0.5 mile southeast of an existing rail transit station, the Hollywood/Vine Street Metro Red Line rail transit station.

## Relevant Cases

### Subject Property:

Case No. VTT-74172 – On June 29, 2018, the Advisory Agency approved Vesting Tentative Tract Map No. 74172, for the merger and re-subdivision of nine (9) lots into one (1) master lot and one (1) airspace lot (above and below grade), and limited dedication and merger of Gordon Street below grade at a width of four (4) feet and depth of 48.33 feet, approximately 0.3 feet below the finished grade of the public sidewalk, in conjunction with a 22-story residential development consisting of an 18-floor residential tower above a four-level above-grade podium structure including three levels of subterranean parking and three levels of above-grade parking and containing a maximum of 299 apartment units, 46,110 square feet of commercial space, and an 18,962-square-foot public park. This decision was subsequently appealed by an aggrieved party, and is pending decision by the City Planning Commission concurrent with the subject case.

Case No. DIR-2013-2462-BSA – On November 15, 2013, the Zoning Administrator dismissed an appeal alleging that the Department of Building and Safety erred or abused its discretion in issuing and/or re-issuing the following demolition and building permits: 07010-10000-04545, 07010-10001-04545, 07010-10002-04545, 07010-10003-04545, 07010-10004-

04545, 07010-100005-04545, 07020-10000-04330, 07020-10001-04330, 12041-10000-19436, 12041-10000-21945, 12041-10000-23857, 12041-10000-25168, 12044-10000-11399, and 12043-10000-03103, in conjunction with the construction, maintenance and use of a mixed-use project; denied an appeal alleging that the LADBS erred or abused its discretion in issuing and/or re-issuing partial demolition and building permits 08016-30000-00311 and 07010-10000-04545 in conjunction with the construction, maintenance and use of a mixed-use project; and granted an appeal alleging that the LADBS erred or abused its discretion in issuing and/or re-issuing Demolition Permit Nos. 08016-30001-00311 and 08016-30002-00311 in conjunction with the full demolition of the existing structure at 5929 Sunset Boulevard. The Zoning Administrator's decision was subsequently appealed to and denied by the Area Planning Commission, thereby sustaining the Zoning Administrator's decision.

CPC-2007-515-GPA-ZC-HD-CU-PAB-ZV-ZAA-SPR-SPE-SPP – On July 25, 2008, the City Council approved a General Plan Amendment to the Hollywood Community Plan from Highway Oriented Commercial to Regional Center Commercial for the subject property (excluding 1528-1540 North Gordon Street, Lots 17, 18 and 19 of Bagnoli Tract No.2); a Zone and Height District Change from C4-1-SN and a portion of the [Q]R4-1VL Zone (Lots 15 and 16 of Bagnoli Tract No. 2 only) to (T)(Q)C2-2D-SN; a Zone Change to remove the [Q] Condition (Ordinance No. 165,662) from the [Q]R4-1VL Zone (1528-1540 North Gordon Street, Lots 17, 18 and 19 of Bagnoli Tract No. 2 only) to permit a density of 400 square feet of lot area per unit in lieu of the otherwise required 600 square feet of lot area per unit; a Conditional Use Plan Approval to permit the continued sale of alcohol for on-site consumption; a Conditional Use Permit to allow FAR averaging across the entire site; Variances related to parking, clear space, floor area and density averaging, open space, condominium units, lot area and dedications; a Zoning Administrator's Adjustment to permit reduced easterly and westerly side and rear yards from the required 16 feet (side) and 20 feet (rear) to zero feet; Site Plan Review; and a Project Permit Compliance for two Supergraphic Signs to be located on the eastern and western façade elevations on opposite walls of the building and a Sign Reduction Plan as per the Hollywood Signage and Supplemental Use District (SUD); and denied an Exception from the Hollywood Signage SUD to permit one Supergraphic Sign to be located on the southern façade elevation of the building in lieu of the signs being located on opposite walls of the building that cannot be viewed at the same time from any location.

Case No. VTT-68501 – On May 22, 2008, the Deputy Advisory Agency approved Vesting Tentative Tract Map No. 68501 composed of one (1) lot for a mixed-use development including a maximum 26 commercial condominium units (6 retail and 20 office units), 305 residential condominium units, one (1) condominium unit for park purposes, and two (2) commercial condominiums for sign purposes. The Deputy Advisory Agency's decision was subsequently appealed to and denied by the Area Planning Commission and City Council, respectively, thereby sustaining the Deputy Advisory Agency's decision.

#### Surrounding Properties (500-foot radius):

Case No. CPC-2017-4523-SN-CU – On November 6, 2017, a case was filed for a Supplemental Use District to establish a Sign District, and a Conditional Use to permit Floor Area Ratio Averaging in a Unified Development, located at 5800 Sunset Boulevard. This case is currently pending.

ZA-2017-5090-VCU-CU-SPR – On December 6, 2017, a case was filed for a Vesting Conditional Use for FAR averaging and Major Project development; a Conditional use for Commercial Corner Development; Site Plan Review for a net increase of more than 50,000 square feet of non-residential floor area, in conjunction with a related Vesting Tentative Tract Map (VTT-80310) for a lot merger, located at 6050 Sunset Boulevard. This case is currently pending.



ZA-2017-2236-CUB – On October 17, 2017, the Zoning Administrator dismissed a Conditional Use to allow hours of operation between 7:00 a.m. to 12:00 a.m. in lieu of the permitted hours of operation from 7:00 a.m. to 11:00 p.m. inasmuch as the subject building does not meet the definition of a commercial corner development; and approved a Conditional Use to allow the sale and dispensing of beer and wine for on-site consumption in conjunction with a restaurant in the (T)(Q)C4-2D Zone, located at 5960 Sunset Boulevard, 5950 Sunset Boulevard and 1460 North Gordon Street.

CPC-2013-2812-GPA-ZC-HD-CU-SPR – On August 31, 2016, the City Council approved a General Plan Amendment from Highway Oriented Commercial to Regional Center Commercial; a Zone and Height District Change from P-1 and C4-1-SN to (T)(Q)C4-2D-SN, respectively; a Conditional Use for a Major Development Project for the addition of more than 100,000 square feet of non-residential floor area; and Site Plan Review for a project that would result in an increase of 50,000 gross square feet of nonresidential floor area, all in conjunction with the development of a mixed-use project consisting of the removal of an existing surface parking lot and the new construction of a 15-story mixed-use office building with 26,000 square feet of retail space and 274,000 square feet of office uses for a total of approximately 300,000 square feet of new floor area (4.5:1 FAR), with 830 parking spaces in two subterranean levels, and five levels of above-grade parking above the ground-floor retail level, located at 5901 Sunset Blvd and 1515 North Bronson Avenue.

ZA-2012-2692-CUB – On April 25, 2014, the Zoning Administrator approved a Conditional Use to allow the continued sale of a full-line of alcoholic beverages for on-site consumption for a 3,346 square-foot restaurant in the [Q]C4-1 Zone, located at 5936-5946 Sunset Boulevard.

CPC-2010-1767-CU-SPR-GB – On August 26, 2013, the City Planning Commission approved a Conditional Use Permit to allow for 100,000 square feet or more of non-residential or non-warehouse uses in the M1 Zone; a Site Plan Review for development which creates or results in an increase of 50,000 gross square feet or more of non-residential floor area; and a project which complies with the Green Building Program standards pursuant to Section 16.10 of the LAMC, and certified the Final Environmental Impact Report (ENV-2010-1768-EIR) for the above-referenced project and adopt the related environmental Findings of Fact, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations, located at 5800 Sunset Boulevard.

CPC-2009-2504-GPA-ZC-HD-SPR-GB – On August 18, 2010, the City Council approved a General Plan Amendment to revise the land use designation in the Hollywood Community Plan from Limited Manufacturing to Regional Center Commercial to both the project site and the Add Area, a Zone Change from [Q]C4-1 to (T)[Q]C4-2D to eliminate the [Q] Condition which prohibits residential uses (Ord. No. 165,652) and establish (T) Tentative Classifications and [Q] Qualified Conditions pursuant to this action, and a Height District Change from Height District -1 to Height District -2D, wherein the "D" Limitation limits the allowable Floor Area Ratio (FAR) to 3.1:1 in lieu of the 6:1 FAR normally permitted in Height District 2, with no restriction as to height; approved Site Plan Review; waived the required 2-foot street dedication and 5-foot street widening on Sunset Boulevard allowing a 100-foot public right-of-way width, a 35-foot half-roadway width and a 15-foot sidewalk width in lieu of conforming to the Major Highway Class II Street Standards; and certified the Final Environmental Impact Report (ENV-2010-1768-EIR) for the above referenced project and adopt the related environmental Findings of Fact, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations, located at 5960 W Sunset Blvd, (including 5950 Sunset Boulevard, HD-SPR-GB 1460 North Gordon Street) and an Add Area that includes 5936-5946 Sunset Boulevard, 1459-1467 Tamarind Avenue and 1456 North Gordon Street.

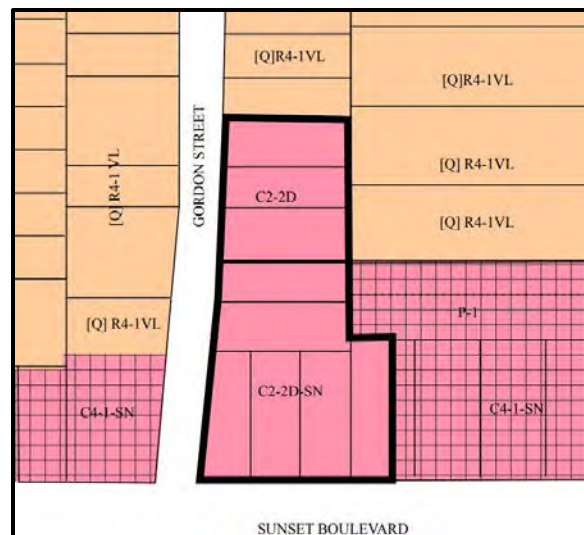
## Requested Actions

### General Plan Amendment

A General Plan Amendment to amend the 1988 Hollywood Community Plan to re-designate the portion of the project site located at 1528-1540 N. Gordon Street (Lots 17, 18, and 19 of Bagnoli Tract No. 2), from High Medium Residential to Regional Center Commercial (see Exhibit C – General Plan Amendment Map).

### Vesting Zone Change and Height District Change

A Vesting Zone Change and Height District Change from (T)(Q)C2-2D (Lots 12, 13, 14, 15, and 16 of the Bagnoli Tract No. 2, and the west 50 feet of Lot 6 of the Paul and Angel Reyes Subdivision) and (T)(Q)R4-1VL (Lots 17, 18, and 19 of Bagnoli Tract No. 2) to C2-2D (see Exhibit C – Zone Change Map).



### Conditional Use – Alcoholic Beverages

A Conditional Use Permit to allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption within the proposed 3,700 square-foot ground floor restaurant, containing 133 indoor seats. The proposed hours of operation for the restaurant use and proposed hours of alcohol sales would be Monday through Sunday, 11:00 am to 2:00 am. No piano bar, dancing or live entertainment, movies, karaoke, video game machines, etc. are proposed.

### Density Bonus

One (1) Density Bonus On-Menu Incentive for a 20 percent reduction in the amount of required usable open space, and to utilize Parking Option 1, in exchange for setting aside 15 units for Very Low Income households, for a period of 55 years.

In order to qualify for Incentives, the project must set aside a minimum percentage of units for affordable housing, excluding density bonus units. Provided that the project is not requesting any density bonus units, the number of units from which the percentage of set aside is taken shall be from the proposed number of units, or 299. As a result of proposing to set aside a minimum of 15 of 299 total residential units (5 percent) for Very Low Income households, and 15 units for workforce housing (5 percent of total units), the applicant is eligible for one Density Bonus On-Menu Incentive.

Pursuant to LAMC Section 12.21 G, a minimum of 100 square feet of usable open space is required for each dwelling unit having less than three habitable rooms; 125 square feet for each

dwelling unit having three habitable rooms; and 175 square feet for each dwelling unit having more than three habitable rooms. For the purposes of open space, the project includes 50 units with less than 3 habitable rooms, 95 units with 3 habitable rooms and 154 units with more than 3 habitable rooms, and is therefore required to provide 43,825 square feet of usable open space. In conjunction with the Incentive for a 20 percent reduction, the project would be required to provide 35,060 square feet of usable open space.

#### *Housing Replacement*

Pursuant to Government Code Section 65915(c)(3), applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income households. Provided that HCID only recognizes legally permitted units, and the building permits for the 299 units have been rescinded, the prior nine (9) residential units were analyzed by HCIDLA.

At the time of the writing of this report, a Determination by the Los Angeles Housing and Community Investment Department (HCIDLA) has not been made. However, any replacement units required by the impending HCIDLA determination are currently reflected in the Conditions of Approval, as shown on page C-1.

#### *LAMC Criteria*

Pursuant to LAMC Section 12.22 A.25(e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which this project does:

- a. *The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.*

The proposed building has two street-facing façades, located along the northerly side of Sunset Boulevard, and the easterly side of Gordon Street.

The Sunset Boulevard ground floor frontage is occupied by commercial uses. The westerly end of the ground floor façade is designed to recreate Spanish Colonial Revival style design elements of the existing Old Spaghetti Factory (OSF) Building, which includes two symmetrical wings on either side of a recessed entryway supported by Tuscan columns and decorative window treatments. The easterly end of the façade is designed with floor to ceiling glass walls. The second and third floors, design with ribbon windows and designated for creative office uses, are stepped back from the ground floor commercial, and provides a break in plane, while also shifting the façade angle. The residential tower is further stepped back, and articulated with projecting architectural and building features, including balconies.

The Gordon Street ground frontage is occupied by commercial uses, the residential lobby and the entrance to below- and above-ground parking. The OSF Building replica wraps around the ground floor corner of Sunset Boulevard and Gordon Street, where recessed walls and columns are also utilized, while the residential lobby and parking garage entrances are accented by a canopy over the residential entry and projecting architectural features in both the main building and accent colors. The parking garage is set back from the plane along which the lobby is located. Similar to the Sunset boulevard elevation, this elevation utilizes projecting wall planes and architectural features and varying building

stepbacks to articulate the facade. While the residential tower is flush with this elevation, it provide similar planes changes and projections as the Sunset Boulevard frontage.

The building design includes a range building colors and materials such as Champagne Gold and Medium Gray flush metal wall panels, Orange painted aluminum panels, a metal railing system, cast-in place concrete, custom iron grilles and Canyon Red clay tile roofing (for the OSF building), while utilizing varying heights in the rooflines to break up the massing, and vertical breaks to add character and visual interest.

- b. All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street facing elevation.*

As described above, the proposed building has two street-facing façades, located along the northerly side of Sunset Boulevard, and the easterly side of Gordon Street. The Sunset Boulevard frontage provides two commercial entrances, while the Gordon Street frontage provides a residential entryway accent by a canopy. Balconies are provided along the Sunset Boulevard frontage, and both frontages utilize architectural features and plane changes to articulate the building facade.

- c. The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).*

The project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument. While the existing OSF Building was identified in a 2002 Historic Resource Survey of the Hollywood Redevelopment Plan Area as a 5S2 (ineligible for listing in the National Register, but possibly eligible under a local ordinance), the 2002 evaluation did not consider California Register eligibility. Based upon the research and analysis conducted in the Historic Impact Evaluation Report prepared by Christopher A. Joseph & Associated, dated May 16, 2007, the OSF Building was concluded to be ineligible for listing in the National or California Registers.

- d. The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.*

The project is not located in a Hillside Area, nor is it located in a Very High Fire Hazard Severity Zone.

#### Site Plan Review

Site Plan Review approval to allow a development project that results in 299 residential units.

#### *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 the Community Plans. The 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. The project is generally 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 project is a Master Plan and walkability features are referenced here in general terms. Development plans will be subject to the Site Plan Review process, and the details of each project component will be submitted during that time. The following is an analysis of the 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 can enhance pedestrian activity. The Design Guidelines requires access and entrances to locate main entrances to front public streets, provide features such as awnings and recessed entries, main entrance canopies and projections, and transparent glazing. As mentioned above, the Sunset Boulevard ground floor frontage is occupied by restaurant and retail uses. The westerly end of the ground floor façade is designed with a recessed entryway supported by Tuscan columns and decorative window treatments, while the easterly end of the façade is designed with floor to ceiling glass walls, providing a combination of accented entryways and transparency. The Gordon Street ground frontage is occupied by commercial uses, the residential lobby and the entrance to below- and above-ground parking, where the residential lobby and parking garage entrances are accented by a canopy over the residential entry and projecting architectural features in both the main building and accent colors.
- b. On-Site Landscaping. Landscaping is incorporated to facilitate pedestrian movement where appropriate, provide separation between the sidewalk and outdoor seating areas, and define edges throughout the varying elements of the proposed project. The project is providing approximately 35,234 square feet of open space, which includes an approximately 18,962 square-foot public park that will promote pedestrian activity. The park will include amenities such as benches, tables, a bocce ball court, dog run, trash receptacles, as well as a variety of planters and trees. The project will provide approximately 15,664 square feet of planted open space area, exceeding the 5,479 square feet that is required as per LAMC Section 12.21 G.2.(a)(3). In addition, the project's landscaping will include approximately 81 trees, with approximately 50 trees located on the ground level and approximately 31 trees located on Level 5 and mature green screens for the parking podium facade.
- c. Off-Street Parking and Driveways/Crosswalks. The Checklist states that the safety of the pedestrian is primary in an environment where pedestrians and vehicles must both be accommodated. The project includes 508 vehicle parking spaces within the three levels of subterranean parking and three levels of above-grade parking that are accessible from a driveway on Gordon Street, north of Sunset Boulevard. The width of all driveways will meet driveway requirements necessary to accommodate vehicles and all parking areas.
- d. Building Signage and Lighting. The Checklist describes signage as part of the visual urban language and contributing to neighborhood identity and "place making". The project does

not include any signage at this time. However, any future signage shall be in compliance with the Hollywood Signage Supplemental Use District (SUD). Lighting would be provided to illuminate on-site facilities in order to provide sufficient lighting for circulation and security, while minimizing impacts on adjacent properties. Lighting for the public park, which is illuminated 24-hours a day for safety and security, has been designed to shield any spill-over into surrounding properties. Similarly, all lighting for on-site parking facilities will be fully contained within enclosed buildings so as not to disturb neighboring properties. Where appropriate, light stanchions may be used to illuminate on-site facilities, but such lighting will be shielded from adjacent and neighboring properties. In addition, the commercial lighting will be focused on Sunset Boulevard in order to activate the street at all hours of the day, and enhance the pedestrian environment.

- e. 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 will provide continuous and straight sidewalks. The sidewalks will provide a buffer between pedestrians and moving vehicles by the use of landscaping and street trees. The width of the sidewalk will accommodate pedestrian flow and activity without being wider than necessary.
- f. Utilities. The Checklist encourages utilities to 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 project will place utility equipment underground, within the subterranean parking levels and on the roof behind parapets.

#### Environmental Impact Report

The City of Los Angeles released the Final Supplemental Environmental Impact Report (EIR), ENV-2015-1923-EIR (SCH No. 2006111135), on May 25, 2018, detailing the relevant environmental impacts resulting from the project. This Supplemental EIR is a supplement to the EIR prepared for the Sunset and Gordon Mixed-Use Project (State Clearinghouse No. 2006111135), which was certified by the Community Redevelopment Agency of the City of Los Angeles (CRA), as the lead agency, on October 18, 2007 (Certified EIR". The Certified EIR includes the Draft EIR for the Sunset and Gordon Mixed-use Project published on June, 20, 2007, the Final EIR published on October 5, 2007, and an October 10, 2007 Erratum to the Final EIR; and addresses modifications to the Sunset and Gordon Mixed-Use Project necessary to re-entitle the project as a result of the October 2014 Los Angeles Superior Court decision in La Mirada Avenue Neighborhood Association of Hollywood v. City of Los Angeles (Los Angeles Superior Court Case No. BS 137262), which was upheld on September 9, 2015 by the Court of Appeal of the State of California Second Appellate District (La Mirada Avenue Neighborhood Association of Hollywood v. City of Los Angeles, Case No. B259672).

The Supplemental EIR further identified Air Quality - (Regional Construction Air Quality Impacts and Cumulative, Regional Operational and Air Quality Impacts, Cumulative); Noise (Operational Land Use/Noise Compatibility Impacts; and Transportation/Traffic (Operational Impacts, Trip Generation and Study Intersections; Cumulative Impacts) as areas where impacts would result in significant and unavoidable impacts.

The EIR was certified by the Deputy Advisory Agency (DAA) on June 29, 2018, in conjunction with the approval of Case No. VTT-74172. In addition, the DAA adopted the "No Automated Steel Parking Structure Alternative", discussed in further detail below. The decision of the DAA was subsequently appealed by an aggrieved party, and is pending decision by the City Planning Commission concurrent with the subject case.

*Superior Environmental Alternative*

Alternatives to the project were analyzed in the Supplemental EIR and found that the environmentally superior alternative is the “No Automated Steel Parking Structure Alternative”, which would slightly reduce the intensity of the significant and unavoidable noise impact as compared to the project because this Alternative would include less exterior construction activities than the project. Under this alternative, approximately 508 parking spaces would be provided within the three levels of subterranean parking and three levels of above-grade parking that are currently developed on the project site and no additional construction would be required to provide parking; and instead of providing parking in the new automated steel parking structure, approval of a Zone Change Ordinance would provide for the reduction of clear space at structural elements in the project’s parking structure and to allow up to 66 percent of the parking stalls to be compact parking stalls. Therefore, the “No Automated Steel Parking Structure Alternative” is considered environmentally superior to the project and recommended for project approval.

**Public Hearing and Noticing**

Comments from identified responsible and trustee agencies, as well as interested parties, on the scope of the Supplemental EIR were solicited through a Notice of Preparation (NOP) process. The NOP was mailed to owners and occupants within a 500-foot radius of the project site. The NOP for the EIR was circulated for a 30-day review period starting on October 15, 2015 and ending on November 16, 2015. A scoping meeting was held on October 29, 2015 at Emerson College, 5960 West Sunset Boulevard, Los Angeles, CA 90028.

The Notice of Availability of the Draft Supplemental EIR was mailed to owners and occupants within a 500-foot radius of the project site, as well as to commenters and interested parties from the NOP on August 24, 2017. The notice was also posted on the Department of City Planning website and published in the LA Times on August 24, 2017. The Draft Supplemental EIR comment period ended on October 9, 2017, meeting the 45-day review period required by the California Environmental Quality Act (CEQA).

A Notice of Completion and Availability of the Final Supplemental EIR was mailed to all owners and occupants within 500 feet of the project site, as well as to all commenters and interested parties from the Draft EIR, on May 25, 2018. This notice was also posted on the Department of City Planning website on May 25, 2018.

A joint public hearing was held by the Deputy Advisory Agency and a Hearing Officer on behalf of the City Planning Commission on Wednesday, June 20, 2018 at 9:30 a.m. in City Hall, Room 1020 (see Public Hearing and Communications, Page P-1). The notice of public hearing was posted at the project site on June 8, 2018.

On June 28, 2018, the Letter of Decision for VTT-74172 was mailed to all interested parties who signed the sign-in sheet at the joint hearing on June 20, 2018. On July 6, 2018, an appeal was filed on the Vesting Tract Map and Supplemental EIR.

Finally, a Courtesy Notice for the City Planning Commission meeting was mailed on July 19, 2018 and posted at the project site on July 30, 2018.

**ISSUES****Affordable Housing**

Several concerns were raised regarding the quantity of affordable housing proposed in conjunction with the project. At the time of the public hearing, the project had committed to setting aside 5 percent, or 15 units, of the total proposed 299 units for Very Low Income households.



Following the public hearing, the applicant revised their application, based on input from Council District 13, and the community regarding the need for additional affordable housing at varying income levels in Hollywood, to include an additional 5 percent (or 15 units) of workforce housing.

It should also be noted that the proposed project includes Vesting Zone Change and related Vesting Tentative Map applications which were both deemed complete by the Department of City Planning on October 24, 2016, prior to the effective date of Measure JJJ regulations. Therefore, regulations associated with Measure JJJ are not applicable to this project.

### **Transient Occupancy Residences (TORS)**

One of the comments at the public hearing pertained to the illegal use of the building as a hotel, and that a covenant should be required to prohibit hotel and/or transient uses. It should be noted that, should the project be approved as proposed, the 299 residential dwelling units will be conditioned as part of a legislative action, which would limit the use to the property to what is proposed at the time of application. Should the project elect to modify the use of the building, a Zone Change would be required to modify the (Q) Condition.

### **Traffic / Transportation Demand Management**

Comments were received in writing, at the public hearing, and in the appeal for the related Vesting Tentative Tract case from the same commenter, contending that the project underestimated traffic impacts; and the Supplemental EIR should be recirculated due to the new impacts that were not disclosed in the Draft Supplemental EIR. It should be noted that following the public hearing, Los Angeles Department of Transportation (LADOT) confirmed via email that the traffic study prepared for the Supplemental EIR was completed correctly and explained why certain methodologies were used. While a mitigation measure (MM K1.-3) was added in the Final Supplemental EIR in response to analysis of an additional intersection, none of the criteria in State CEQA Statutes and Guidelines Section 15088.5, regarding “significant new information” requiring recirculation apply, as the Supplemental Traffic Analysis did not change any of the conclusions in the project’s Traffic Study or the Draft Supplemental EIR, and the project’s traffic and circulation impact would remain less than significant with mitigation.

### **CONCLUSION**

The project is a mixed-use development that provides 299 residential units, including 15 units reserved for Very Low Income households and 15 units reserved for workforce housing; 7,670 square feet of ground floor commercial space, approximately 38,440 square feet of creative office space; and an approximately 18,962 square-foot public park. The proposed project would enhance the built environment through the development of the site with a balance of commercial and residential components within Hollywood’s transit-rich regional center of commerce, tourism, and entertainment. As such, staff recommends that the City Planning Commission approve the project as recommended.

## **CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL**

Pursuant to Section 12.32 G of the Municipal Code, the (T) Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of 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 planning case file.

**Dedication(s) and Improvement(s).** Prior to the issuance of any building permits, the following 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). Dedications and improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering:

### Responsibilities/Guarantees.

1. 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.
2. Bureau of Engineering.
  - a. Street Dedication.
    - i. That the existing parking structure area below the public sidewalk along **Gordon Street** 4-foot wide measured from the existing property line and approximately 0.3-foot below finished sidewalk grade and as shown on the revised Vesting Tentative Map stamp dated June 20, 2018 be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
      1. That consents to the area being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
      2. That satisfactory arrangements be made with all public utility agencies maintaining existing facilities within the area being merged.
    - ii. That a Covenant and Agreement be recorded satisfactory to the City Engineer binding the subdivider and all successors to the following:
      1. That the owners shall be required to maintain all elements of the structure below the rights-of-way (Gordon Street) in a safe and usable condition to the satisfaction of the City Engineer. The City shall be given reasonable access to the structure within and

adjacent to the below street rights-of-way area for any necessary inspection, upon request during normal business hours. The City may request the owners to repair or replace damaged, defective or unsafe structural elements or to correct unacceptable conditions at the owner's expense if owner elects not to do so. Owner shall grant reasonable access to City's contractor to make said repairs.

2. The owner shall be required to limit use and occupancy of the structures below the rights-of-way for **parking use** only. **No combustible material** shall be stored in the merger area.
  3. The owners shall obtain a B-permit from the City Engineer for any substantial structural modification below the street right-of-way area and for any structural modification areas and for any structural element outside said areas which provides lateral or vertical support to structures within the areas.
- iii. That the subdivider execute and record an agreement satisfactory to the City Engineer to waive any right to make or prosecute any claims or demands against the City for any damage that may occur to the proposed structure underneath the of public right-of-way (Gordon Street) in connection with the use and maintenance operations within said right-of-way.
  - iv. That any surcharge fee in conjunction with the street merger request be paid.
  - v. That a Certified Survey Plan showing detail below grade information for the structure being merged be submitted for the Final Map check purposes.
  - vi. That a set of drawings for airspace lots be submitted to the City Engineer showing the followings:
    1. Plan view at different elevations.
    2. Isometric views.
    3. Elevation views.
    4. Section cuts at all locations where air space lot boundaries change.
  - vii. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.
  - viii. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of the existing sewers in this area.

Any questions should be directed to Mr. Georgic Avanesian of the Land Development Section, located at 201 North Figueroa Street, Suite 200, or by calling (213) 202-3484.

3. **Department of Transportation.** That prior to recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation to assure:
  - a. A minimum of 60-foot reservoir space be provided between any security gate(s) and the property line or to the satisfaction of the Department of Transportation.
  - b. Parking stalls shall be designed so that a vehicle is not required to back into or out

of any public street or sidewalk.

- c. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to issuance of building permits by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa St., Room 550. For an appointment, call (213) 482-7024.
  - d. That a fee in the amount of \$205 be paid for the Department of Transportation as required per Ordinance No. 180,542 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.
4. Fire Department. That prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
- a. During demolition, the Fire Department access will remain clear and unobstructed.
  - b. Access for Fire Department apparatus and personnel to and into all structures shall be required.
  - c. One or more Knox Boxes will be required to be installed for LAFD access to project - location and number to be determined by LAFD Field inspector. (Refer to FPB Req # 75).
  - d. 505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
  - e. The entrance to a Residence lobby must be within 50 feet of the desired street address curb face.
  - f. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.
  - g. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
  - h. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
  - i. 2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)
    - i. When this exception is applied to a fully fire sprinkled residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal

travel.

- ii. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.
  - iii. This policy does not apply to single-family dwellings or to non-residential buildings.
- j. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- k. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.
- l. Entrance to the main lobby shall be located off the address side of the building.
- m. Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
- n. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- o. Plans showing areas to be posted and/or painted, “FIRE LANE NO PARKING” shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- p. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- q. All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted “No Parking at Any Time” prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
- r. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- s. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
- t. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- u. Submit plot plans indicating access road and turning area for Fire Department approval.
- v. Adequate off-site public and on-site private fire hydrants may be required. Their

number and location to be determined after the Fire Department's review of the plot plan.

- w. The following recommendations 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: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
- x. Site plans shall include all overhead utility lines adjacent to the site.
- y. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
- z. 5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.
- aa. City of Los Angeles Fire Department Hydrants and Access design requirements for the Outdoor and indoor use of dependent access (attended parking) Mechanical Car Stackers – 2, 3, & 4 by levels high. The provisions of this document shall regulate the use of Mechanical Car Stackers by addressing the arrangement, location and size of areas, height, separations, housekeeping, and fire protection.
- bb. Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing facilities are still required on all High-Rise buildings in the City. However, FPB's Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing facilities.
- cc. Each standpipe in a new high-rise building shall be provided with two remotely located FDC's for each zone in compliance with NFPA 14-2013, Section 7.12.2.

Note: The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please call **(213) 482-6509**. You should advise any consultant representing you of this requirement as well.

5. Bureau of Street Lighting.

- a. Street Lighting clearance for this Street Light Maintenance Assessment District condition is conducted at 1149 S. Broadway Suite 200. Street Lighting improvement condition clearance will be conducted at the Bureau of Engineering District office.

- b. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.
6. Bureau of Sanitation. Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found no/or potential problems to their structure or potential maintenance problem, as stated in the memo dated June 4, 2018. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering.
7. Department of Recreation and Parks. That the Quimby fee be based on the C2 Zone.
8. Information Technology Agency. To assure that cable television facilities will be installed in the same manner as other required improvements, please email [cabletv.ita@lacity.org](mailto:cabletv.ita@lacity.org) that provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of three people in case the applicant/owner has any additional questions.
9. 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 Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.

Notice: Certificates of Occupancy for the subject property 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.



## Zone Change Ordinance

### 1. Parking Stall Standards.

- a. Notwithstanding Section 12.21 A.5(a)(1)(ii) of the Los Angeles Municipal Code, parking stall dimensions for buildings developed on the subject property shall be allowed with the following standard:

*No additional width shall be required for a parking stall where the parking stall is adjoined on either side of its longer dimension by a fence, wall, partition, column, post or similar obstruction, and said obstruction is located less than 14 feet from the access aisle measured along the length of the stall.*

- b. Notwithstanding Section 12.21 A.5(c) of the Los Angeles Municipal Code, which provides: 1) that in each parking area or garage devoted to parking for dwelling uses all parking stalls in excess of one parking stall per dwelling unit may be designed as compact parking stalls; and 2) that in each parking area or garage containing 10 or more parking stalls for other than dwelling uses, not more than 40 percent of the required stalls may be designed as compact parking stalls, compact parking stalls for buildings developed on the subject property shall be allowed with the following standard:

*Each parking area or garage devoted to parking for dwelling uses or for other than dwelling uses may be designed with up to 66 percent of the parking stalls as compact parking stalls.*

## (Q) QUALIFIED CONDITIONS

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 “Q” Qualified classification.

### A. Development Conditions

1. **Site Development.** The use and development of the property shall be in substantial conformance with the Site Plans, Floor Plans, Building Elevations, Open Space Plan, and Landscape Plan (Exhibit A, dated July 25, 2018) of 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. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions. The project shall be constructed in a manner consistent with the following:
  - a. A maximum of 299 dwelling units including 269 market rate units and 15 affordable housing units at the Very Low Income level (5 percent of total units) and 15 units for workforce housing (5 percent of total units);
  - b. A maximum of 46,110 square feet of commercial floor area, consisting of 8,440 square feet of office space, approximately 3,700 square feet of ground floor restaurant space and approximately 3,970 square feet of ground floor community serving retail space (including up to a 1,475 square-foot coffee shop);and
  - c. An approximately 18,962 square-foot public park on the north side of the project site along Gordon Street.
2. **Use.** The use and area regulations of the development shall be for uses as permitted in the C2 Zone as defined in LAMC Section 12.14, except that use of the portion of the subject property that includes the 18,962 square-foot public park shall be limited to a park, playground, or community center as provided for in Section 12.12.2 A.3 of the Los Angeles Municipal Code, as owned and operated by a governmental agency, or as provided for in Section 12.13.5 A.4 of the Los Angeles Municipal Code, as privately owned and operated; or as modified by the Conditions of Approval for Case No. CPC-2015-1922-GPA-VZC-HD-CUB-DB-SPR or subsequent action.
3. **Workforce Units.** A minimum of 15 units, that is 5 percent of the total dwelling units, shall be reserved for workforce housing, as defined by 150 percent of area median income (AMI).
4. **Park Amenities.** The park shall include benches, tables, trash receptacles, planters, and trees, and may include additional amenities such as a bocce ball court and dog run.
5. **Park Maintenance.** The park shall be open and accessible to the public, and actively operated and maintained for the life of the project by the building owner or designated non-profit organization with the experience and ability to maintain the park in accordance with the public health and safety standards employed by the Department of Parks and Recreation.

### B. Environmental Conditions

6. **Mitigation Monitoring Program.** The project shall be in substantial conformance with the mitigation measures in the attached MMP and stamped “Exhibit B” and attached to the subject case file. The implementing and enforcing agencies may determine

substantial conformance with mitigation measures in the MMP. If substantial conformance results in effectively deleting or modifying the mitigation measure, the Director of Planning shall provide a written justification supported by substantial evidence as to why the mitigation measure, in whole or in part, is no longer needed and its effective deletion or modification will not result in a new significant impact or a more severe impact to a previously identified significant impact.

If the project is not in substantial conformance to the adopted mitigation measures or MMP, a modification or deletion shall be treated as a new discretionary action under CEQA Guidelines, Section 15162(c) and will require preparation of an addendum or subsequent CEQA clearance. Under this process, the modification or deletion of a mitigation measure shall not require a Zone Change unless the Director of Planning also finds that the change to the mitigation measures results in a substantial change to the project or the non-environmental conditions of approval.

7. **Mitigation Monitor.** During the construction phase and prior to the issuance of building permits, the applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of project design features and mitigation measures during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the applicant's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the applicant and Construction Monitor and be included as part of the applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measures and project design features within two businesses days if the applicant does not correct the non-compliance within a reasonable time of notification to the applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

## **“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.** The total floor area shall not exceed a 4.5 to 1 Floor Area Ratio (FAR), or a total of 324,693 square feet.
2. **Height.** Building height shall be limited to approximately 250 feet for the residential tower. Building height shall be limited to approximately 46 feet for the podium structure.

## CONDITIONS OF APPROVAL

Pursuant to Section 12.22 A.25, 12.24 W.1, and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

### **Density Bonus Conditions**

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A" and dated July 25, 2018 (hereafter referred to as "Exhibit A"), and attached to the subject case file. A Revised Exhibit A shall be provided to reflect the project approval, including the "No Automated Parking Structure Alternative" and Conditions of Approval. No change to the plans (except as conditioned) will be made without prior review by the Department of City Planning, Central Project Planning, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 299 residential units.
3. **Affordable Units.** A minimum of 15 units, that is 5 percent of the total dwelling units, shall be reserved as affordable units, as defined by the State Density Bonus Law 65915 (c)(1) or (c)(2). In addition to the affordable units pursuant to Density Bonus, the applicant must provide as many replacement units affordable to Low or Very Low Income households to comply with the Determination made by the HCIDLA for replacement units. Affordable units required as replacement units shall be an equivalent type as those units being replaced.
4. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25 (9a-d).
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 15 units available to Very Low Income households for 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. Refer to the Density Bonus Legislation Background section of this determination.
6. **Open Space.** The project shall provide a minimum of 35,234 square feet of usable open space on-site.
7. **Automobile Parking for Residential Uses.** Vehicle parking shall be provided consistent with LAMC Section 12.22 A.25, Parking Option 1, which permits one on-site parking space for each residential unit with one or fewer bedrooms; two on-site parking spaces for each residential unit with two to three bedrooms; and two-and-one-half parking spaces for each residential unit with four or more bedrooms.
8. **Automobile Parking for Commercial Uses.** Vehicle parking shall be provided consistent with LAMC Section 12.21 A.4(x)(3), which permits one space for every 500 square feet of commercial square-footage.

9. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.
10. **Residential Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16. Long-term bicycle parking shall be provided at a rate of one per dwelling unit or guest room. Additionally, short-term bicycle parking shall be provided at a rate of one per 10 dwelling units, with a minimum of two short-term bicycle parking spaces.
11. **Commercial Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16. Short-term and long-term bicycle parking for general retail and restaurant uses requires one bicycle parking space per 2,000 square feet, with a minimum of two bicycle parking spaces for both long- and short-term bicycle parking; while office uses require 1 per 10,000 square feet, with a minimum of two bicycle parking spaces for both long- and short-term bicycle parking.
12. **Landscaping.** The landscape plan shall indicate landscape points for the project equivalent to **10% more than otherwise required** by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.

#### **Site Plan Review Conditions**

13. **Signage.** No signage has been approved as part of this action. Any future signage shall be in compliance with the Hollywood Signage Supplemental Use District (SUD).
14. **Mechanical Equipment.** All mechanical equipment shall be fully screened from view of any abutting properties and the public right-of-way.
15. **Trash/Storage.** All trash collecting and storage areas shall be located on-site and not visible from the public right-of-way.
  - a. Trash receptacles shall be enclosed and/or covered at all times.
  - b. Trash/recycling containers shall be locked when not in use.
16. **Landscaping.** Prior to the issuance of a building permit, a landscape and irrigation plan shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit A.
  - a. **Tree Wells.**
    - i. The minimum depth of tree wells shall be as follows:
      1. Minimum depth for trees shall be 42 inches.
      2. Minimum depth for shrubs shall be 30 inches.
      3. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.

4. Minimum depth for an extensive green roof shall be 3 inches.
  - ii. The minimum amount of soil volume for tree wells shall be based on the size of the tree at maturity as follows:
    1. 600 cubic feet for a small tree (less than 25 feet tall at maturity).
    2. 900 cubic feet for a medium tree (25-40 feet tall at maturity).
    3. 1,200 cubic feet for a large tree (more than 40 feet tall at maturity).
  - b. Any trees that are required pursuant to LAMC Section 12.21 G and are planted on any podium or deck shall be planted in a minimum 3-foot planter.
  - c. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.
17. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for residential units that are set aside for Very Low Income and workforce households.
18. **Electric Vehicle Parking.** The project shall include at least 20 percent of total parking spaces provided for all types of parking facilities as 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 capacity. Five (5) percent of the total 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 percent or 5 percent 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.
19. **Light.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.
20. **Glare.** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.
21. **Construction Generators.** The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. On-site power generators shall either be plug-in electric or solar powered.

#### **Conditional Use Permit for Alcohol Conditions**

22. Authorized herein is the sale and dispensing of a full-line of alcohol beverages for on-site consumption, in conjunction with a 3,700 square-foot restaurant from the effective date of this grant.
- a. The hours of operation shall be limited to Monday through Sunday, 11 am to 2 am.

- b. Indoor seating shall be limited to a maximum of 133 seats provided that number of seats does not exceed the maximum allowable occupant load as determined by the Department of Building and Safety. No outdoor seating is proposed or approved herein.
- c. No piano bar, dancing or live entertainment, movies, karaoke, video game machines, etc. is approved herein.

### **MONITORING VERIFICATION AND INSPECTION PROGRAM (MViP) CONDITIONS**

- 23. The use and development of the property shall be in substantial conformance with the plot plan and floor plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.
- 24. No after-hour use is permitted, except routine clean-up. This includes but is not limited to private or promotional events, special events, excluding any activities which are issued film permits by the City.
- 25. Prior to the utilization of this grant, an electronic age verification device shall be purchased and retained on the premises to determine the age of any individual attempting to purchase alcoholic beverages and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.
- 26. **STAR Training.** Within the first six months of utilizing the grant at this establishment, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR). Upon completion of such training, the applicant shall request the Police Department to issue a letter identifying which employees completed the training. The applicant shall transmit a copy of the letter referencing Case No. CPC-2015-1922-GPA-VZC-HD-CUB-DB-SPR, from the Police Department to the Department of City Planning as evidence of compliance. In the event there is a change in the licensee, within six months of such change, this training program shall be required for all new staff. The STAR training shall be conducted for all new hires within two months of their employment.
- 27. **Complaint Log.** Prior to the utilization of this grant, a telephone number and email address shall be provided for complaints or concerns from the community regarding the operation. The phone number and email address shall be posted at the following locations:
  - a. Entry, visible to pedestrians
  - b. Customer service desk, front desk or near the hostess station

The applicant shall maintain a log of all calls and emails, detailing: (1) date complaint received; (2) nature of complaint, and (3) the manner in which the complaint was resolved. This log shall be made available to law enforcement personnel upon request and presented as part of the application if and when a new application to continue the operation is submitted to the Department of City Planning. Complaints shall be responded to within 24-hours.
- 28. Loitering is prohibited on or around these premises or the area under the control of the applicant. "No Loitering or Public Drinking" signs shall be posted in and outside of the subject facility.



29. 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.
30. The applicant shall be responsible for maintaining free of debris or litter the area adjacent to the premises over which they have control, including the sidewalk in front of the establishment.
31. The applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under his control to assure behavior that does not adversely affect or detract from the quality of life for adjoining residents, property owners, and businesses.
32. At least one on-duty manager with authority over the activities within the facility shall be on the premises at all times that the facility is open for business. The on-duty manager's responsibilities shall include the monitoring of the premises to ensure compliance with all applicable State laws, Municipal Code requirements and the conditions imposed by the Department of Alcoholic Beverage Control (ABC) and the conditional use herein. Every effort shall be undertaken in managing the facility to discourage illegal and criminal activity on the subject premises and any exterior area over which the building owner exercises control, in effort to ensure that no activities associated with such problems as narcotics sales, use or possession, gambling, prostitution, loitering, theft, vandalism and truancy occur.
33. Lighting shall be installed in all areas within the business in conformance with the Los Angeles Municipal Code. The lighting shall be such that it renders all objects and persons clearly visible within the establishment.
34. Coin operated game machines, pool tables or similar game activities or equipment shall not be permitted.
35. Parking shall be subject to the determination of the Department of Building and Safety. Any off-site parking shall be provided pursuant to the requirements of Los Angeles Municipal Code Sections 12.21 A.4(g) and 12.26.E.1(b). No variance from the parking requirements has been granted herein.
36. Any music, sound or noise including amplified or acoustic music which is under control of the applicant shall not constitute a violation of Sections 112.06 or 116.01 of the Los Angeles Municipal Code (Citywide Noise Ordinance) and shall not be audible beyond the subject premises. At any time during the term of the grant a City inspector may visit the site during operating hours to measure the noise levels using a calibrated decibel/sound level meter. If, upon inspection, it is found that the noise level exceeds those allowed by the Citywide Noise Ordinance, the owner/operator will be notified and will be required to modify or, eliminate the source of the noise or retain an acoustical engineer to recommend, design and implement noise control measures within property such as, noise barriers, sound absorbers or buffer zones.
37. A camera surveillance system shall be installed to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recorded tapes/images shall be maintained for a minimum period of 30 days. The tapes shall be furnished to the Los Angeles Police Department upon request. The security plan must be reviewed and approved by the

Police Department. The approved security plan will be maintained by the Department of City Planning and be made available to the Police Department and the Department of Building and Safety for the purpose of verification or inspections.

38. The business operator and or the operator's agents shall comply with California Labor Code Section 6404.5 which prohibits the smoking of tobacco or any non-tobacco substance, including from electronic smoking devices, within any place of employment.
39. Smoking tobacco or any non-tobacco substance including from electronic smoking devices is prohibited in or within 10 feet of any outdoor dining/entrance to the restaurant in accordance with LAMC Section 41.50 B2C.
40. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
41. The use and development of the property shall be in substantial conformance with the plot plan and floor plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.
42. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety for purposes of having a building permit issued at any time during the term of this grant.
43. Should there be a change in the ownership and/or the operator of the business, the property owner and the business owner or operator shall provide the prospective new property owner and the business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination including the conditions required herewith has been provided to the prospective owner/operator shall be submitted to the Department of City Planning in a letter from the new operator indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to the Department of City Planning within 30 days of the beginning day of his/her new operation of the establishment along with any proposed modifications to the existing the floor plan, seating arrangement or number of seats of the new operation.
44. 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 Director's Designee to impose additional corrective Conditions, if, in the Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
45. The Director's Designee reserves the right to require that the owner or operator file a Plan Approval application, if it is determined that the new operation is not in substantial conformance with the approved floor plan, or the operation has changed in mode or character from the original approval, or if documented evidence be submitted showing a continued violation(s) of any condition(s) of this grant resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties. The application,

in association with the appropriate fees shall be submitted to the Department of City Planning within 30 days of the date of legal acquisition by the new owner or operator. The purpose of the plan approval will be to review the operation of the premise and establish conditions applicable to the use as conducted by the new owner or operator, consistent with the intent of the Conditions of this grant. Upon this review, the Zoning Administrator may modify, add or delete conditions, and if warranted, reserves the right to conduct this public hearing for nuisance abatement/revocation purposes, pursuant to LAMC Section 12.27.1.

- 46. MViP – Monitoring Verification and Inspection Program.** Prior to the effectuation of this grant, fees required per L.A.M.C section 19.01 E.(3) for Monitoring of Conditional Use Permits and Inspection and Field Compliance Review of Operations shall be paid to the City. At any time, a City inspector will conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and included in the administrative file. The owner/operator shall be notified of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective conditions imposed by the Zoning Administrator.
- 47. Prior to the effectuation of this grant,** a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Department of City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for inclusion in case file. Fees required per LAMC Section 19.01 E.(3) for Monitoring of Conditional Use Permits and Inspection and Field Compliance Review of Operations shall be paid to the City prior to the final clearance of this condition. Failure to record a covenant acknowledging and agreeing to comply with all the terms and conditions of the approved grant will result in non-effectuation of said grant.

#### **Administrative Conditions**

- 48. Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews 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
- 49. Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
- 50. 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 assign. The agreement must be submitted to the Department of City Planning 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.

- 51. 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.
- 52. 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.
- 53. Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
- 54. 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 pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
- 55. 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 \$50,000. 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 include 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.

**CONDITIONS IDENTIFIED FOR CONSIDERATION BY THE STATE DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL RELATIVE TO THE SALE AND DISTRIBUTION OF ALCOHOLIC BEVERAGES**

In approving the instant grant, the City Planning Commission has not imposed Conditions specific to the sale or distribution of alcoholic beverages, even if such Conditions have been volunteered or negotiated by the applicant, in that the City Planning Commission has no direct authority to regulate or enforce Conditions assigned to alcohol sales or distribution.

The City Planning Commission has identified a set of Conditions related to alcohol sales and distribution for further consideration by the State of California Department of Alcoholic Beverage Control (ABC). In identifying these conditions, the City Planning Commission acknowledges the ABC as the responsible agency for establishing and enforcing Conditions specific to alcohol sales and distribution. The Conditions identified below are based on testimony and/or other evidence established in the administrative record, and provide the ABC an opportunity to address the specific conduct of alcohol sales and distribution in association with the Conditional Use granted herein by the City Planning Commission.

- No “Happy Hour” type of reduced-price alcoholic beverage or “2 for 1” promotion shall be allowed at any time. Discounted food promotions are encouraged.
- No alcohol shall be allowed to be consumed on any adjacent property under the control of the applicant.
- The sale of alcoholic beverages for consumption off the premises is prohibited.
- The quarterly gross sales of food shall not exceed the quarterly gross sales of alcohol. The business operator shall maintain records which reflect these numbers and make them available to the Police Department upon request.
- No signs are permitted on the outside of the building or directed from the inside to the outside which display or advertise the availability of alcoholic beverages.
- The off-site sale of alcoholic beverages as a secondary use (i.e., “take out”) is not permitted.
- Electronic age verification device(s) which can be used to determine the age of any individual attempting to purchase alcoholic beverages and shall be installed on the premises at each point-of-sale location. The device(s) shall be maintained in an operational condition and all employees shall be instructed in their use prior to the sale of any alcoholic beverages.
- All service of alcoholic beverages shall be conducted by a waitress or waiter or bartender.
- Alcohol may only be served to patrons who are seated at a table or seated at the bar and only in conjunction with a food order. Patrons shall not be served while standing or while waiting to be seated.
- The single unit sales of malt liquors and/or malt based products shall be prohibited.
- No sale of alcohol shall be permitted at any self-service, automated check-out station (checkout conducted primarily by the customer, with assistance by a store monitor) if such are available on the site. All sales of alcohol shall be conducted at a full-service checkout station directly attended by a cashier/checkout clerk specifically assigned solely to that station.
- The alcoholic beverage license shall not be exchanged for a public premises type license nor operated as a public premises.

## FINDINGS

### **GENERAL PLAN/CHARTER FINDINGS**

#### **1. General Plan Land Use Designation.**

The subject property is located within the Hollywood Community Plan area (adopted by City Council on December 13, 1988), and has two land use designations and two zoning designations, consisting of Regional Center Commercial and (T)(Q)C2-2D-SN for all properties fronting on Sunset Boulevard and two parcels fronting Gordon Street (Lots 12-14, 15-16 of Bagnoli Tract No. 2, Lot FR6 of the Paul and Angel Reyes Subdivision); and High Medium Density Residential and (T)(Q)R4-1VL for the remaining properties fronting along Gordon Street (Lots 17-19 of Bagnoli Tract No. 2). The Regional Center Commercial General Plan Land Use designation has corresponding zones of C2, C4, P, PB, RAS3 and RAS4, while High Medium Density Residential has a corresponding zone of [Q]R4.

The recommended General Plan Amendment will re-designate the portion of the project site located at 1528-1540 N. Gordon Street (Lots 17, 18, and 19 of Bagnoli Tract No. 2), from High Medium Residential to Regional Center Commercial in order to be consistent with the General Plan Land Use designation for the remainder of the project site. As mentioned above, the Regional Center Commercial General Plan Land Use designation has corresponding zones of C2, C4, P, PB, RAS3 and RAS4.

The recommended Vesting Zone Change and Height District change will re-zone the portion of the project site located at 1528-1540 N. Gordon Street (Lots 17-19 of Bagnoli Tract No. 2) from (T)(Q)R4-1VL to (T)(Q)C2-2D, and the portion of the project site located at 1512, 1516 and 1522 North Gordon Street (Lots 12-14, 15-16 of Bagnoli Tract No. 2, Lot FR6 of the Paul and Angel Reyes Subdivision) from (T)(Q)C2-2D-SN to (T)(Q)C2-2D-SN, subject to conditions that would permit a total allowable floor area for the entire project site of approximately 324,693 square feet, 299 dwelling units, and building height of approximately 250 feet. The proposed Vesting Zone Change and Height District Change to the C2 Zone would be consistent with the proposed and existing Regional Center Commercial Land Use designations, respectively.

The approval of the General Plan Amendment from High Medium Residential to Regional Commercial will create a unified Regional Center Commercial designation across the entire project site, allowing for floor area averaging, and consistency of land uses. The site is also adjacent to other Regional Center land use designations identified in the Hollywood Community Plan and therefore consistent with the surrounding area.

The project would include a mix of creative office, retail, restaurant and residential uses, consistent with the existing neighborhood and within 0.5 mile southeast of the Hollywood Boulevard/Vine Street Metro Red Line rail transit station. The General Plan Amendment would continue to support employment where high-density residential development and job producing uses can coexist near transit, such as DASH, Metro Rail, and Metro Express, as well as contribute to the available housing stock within the City, specifically within the Hollywood Community Plan area, and towards the housing crisis in the city, as well as the Mayor's initiative to build 100,000 homes by 2020.

#### **2. General Plan Text.**

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range

of State-mandated elements, including, but not limited to, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City.

The project is in compliance with the following Elements of the General Plan: Framework Element, Housing Element, Mobility Element and the Land Use Element – Hollywood Community Plan.

### **Framework Element**

The General Plan Framework, last adopted in August 2001, establishes the City's long-range comprehensive growth strategy and provides guidance on citywide land use and planning policies, objectives, and goals. The Framework defines Citywide policies for land use, housing, urban form and urban design, open space and conservation, transportation, infrastructure and public spaces.

The General Plan Framework identifies Regional Centers as focal points of regional commerce, identity, and activity. Generally, Regional Centers range from a Floor Area Ratio (FAR) of 1.5:1 to 6:1 and are characterized by high-density buildings ranging from six- to twenty-stories, or higher. Regional Centers typically provide a significant number of jobs and many non-work destinations and function as transit hubs. The project is consistent with the following objectives and policies of the Framework Element as described below.

### **Chapter 3: Land Use**

**Objective 3.1:** Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

**Objective 3.2:** Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

**Objective 3.4:** Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

**Policy 3.4.1:** Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

**Objective 3.10:** Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.

**Policy 3.10.3:** Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity in accordance with the Pedestrian-Oriented District Policies 3.16.1 through 3.16.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.



***Policy 3.10.5:*** Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.

***Objective 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.

***Objective 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.

The project involves the development of 299 residential units, including 269 market rate units and 15 affordable housing units at the Very Low Income level (5 percent of total units) and 15 housing units of workforce housing (5 percent of total units); approximately 46,110 square feet of commercial space comprised of 38,440 square feet of office space, approximately 3,700 square feet of ground floor restaurant space and approximately 3,970 square feet of ground floor community serving retail space (including up to a 1,475 square-foot coffee shop); and an approximately 18,962 square-foot public park on the north side of the project site along Gordon Street.

The project is located in a Transit Priority Area on Sunset Boulevard, a designated Avenue I and transit corridor in Hollywood within close proximity to two Metro Rail stations (Hollywood/Western and Hollywood/Vine) and bus lines. The Metro Red Line Hollywood/Vine Station, located approximately 0.5 mile from the project site, runs from Union Station in Downtown Los Angeles to Highland Avenue and on to North Hollywood in the San Fernando Valley (and connects to the Orange Line bus, which travels to Warner Center and Chatsworth at the North Hollywood Station). The Metro Red Line also connects to the Blue Line rail and the Expo Line rail at the 7<sup>th</sup>/Metro Center Station and the Gold Line rail and Purple Line rail at Union Station. These Metro Lines further connect to other points throughout the City and the greater Los Angeles area. Additionally, the Los Angeles Metropolitan Authority (MTA) routes a number of bus lines with stops conveniently located near the project site. Metro Bus Line 2 stops on Sunset Boulevard, within half a block of the project site, and runs east/west on Sunset Boulevard, connecting Union Station in downtown Los Angeles to the Pacific Palisades. Metro Bus lines 180/181 and 217 are also located within walking distance of the project site, at the corner of Hollywood and Gower. Bus Lines 180/181 generally run east/west between Hollywood and Pasadena while Bus Line 217 travels north/south from Hollywood to Westchester area (with stops through or adjacent to the West Hollywood, Beverly Hills, Baldwin Hills, Culver City, Ladera Heights and Fox Hills area). The LADOT DASH also provides bus routes which currently serve the Hollywood area, with a DASH Hollywood stop conveniently located in front of the project site on the northeast corner of Sunset and Gordon. The DASH Hollywood route generally runs between Highland Avenue to the west, Vermont Avenue to the east, Franklin Avenue to the north and Fountain Avenue to the south. The DASH – Beachwood Canyon is also located within half a mile of the project site, with a stop located at the corner of Hollywood and Vine, and serves the Beachwood Canyon and Hollywood area as far south as Sunset Boulevard. The DASH – Hollywood/Wilshire route has a stop conveniently located a block away from the project site at Sunset and Gower, which serves the Hollywood area and connects to the Wilshire/Western Metro Red Line station.

The project's location in a transit rich corridor and in close proximity to employment, retail, restaurants, and entertainment will promote the use of transit and pedestrian trips in lieu of vehicular trips. Prospective residential and commercial tenants will have increased

opportunities to access alternate modes of transportation, which will contribute to the goal of reducing traffic congestion and improving air quality. The project will also provide a total of 401 bicycle parking spaces, thus encouraging less reliance on the automobile and resulting in a corresponding reduction in air pollution. All long-term bicycle parking spaces will be secured; and short-term bicycle parking spaces will be located outside the building on the Sunset Boulevard frontage as well as inside the ground level of the building and parking garage with direct access to the street.

Surrounding properties are developed with multi-family residential, retail, commercial and parking uses. The proposed mixed-use development provides various uses, including residential, commercial, retail, and restaurant, compatible with adjacent land uses. In addition, it will concentrate residential and commercial development near existing commercial corridors, providing opportunities for neighborhood-serving uses and increasing the amount of pedestrian activity and safety by introducing more permanent eyes on the street. By increasing opportunities for employees to live near their jobs and residents to live near amenities in a high quality transit area, the project would be consistent with the Framework Element.

The commercial ground floor space fronting on Sunset Boulevard will provide retail and food services to project tenants and office workers, as well as to the surrounding community. Through direct street access to these ground floor uses, the project will be oriented toward the street to provide a connection and enhance the pedestrian experience. The nearby entertainment venues, such as restaurants, bars, music venues and theaters, will also facilitate pedestrian activity in the evenings and on weekends, creating a more vibrant and livable city. The diversity of uses provided by the project will bring housing, investment and additional open space opportunities to the Hollywood area, in support of the City's goals and needs. The mixed-use nature of the project will also contribute to the City's long-term goal of economic vitality as well as the revitalization of Hollywood, as the commercial spaces, which will include creative office space, retail and restaurant space, as well as the operation of the high-rise building itself, will provide additional job opportunities.

Through its context-sensitive design, the project connects to the existing commercial district on Sunset Boulevard while at the same time preserving the scale of the existing adjacent lower-density residential neighborhood by providing considerable buffering. For example, the project provides a 20-foot side yard setback for all residential levels along the easterly property line and a 150-foot rear yard setback for the entire mixed-use building, exceeding the minimum setback requirements. Included in the 150-foot rear yard setback is the project's 18,962 square-foot public park, which acts as an open space buffer for the residential uses to the north, thereby providing a transition to the lower-density residential uses to the north that consist primarily of older apartment buildings.

The growth and enhancement of the existing multifamily residential neighborhood that will occur as a result of the project will take place in an area where there is sufficient public infrastructure and services to meet the project's demand. In addition, the project will include numerous measures to reduce its demand on the infrastructure and services, including measures such as water and energy conservation and security plans.

Last, the project offers substantial public and private open space to enhance recreation and open space opportunities, assure environmental justice, create a healthful living environment, and achieve the vision for a more livable city. The project is providing approximately 35,234 square feet of open space, including the aforementioned public park with amenities such as benches, tables, a bocce ball court, dog run, trash receptacles, as well as a variety of planters and trees. The public park will serve as a public amenity to enhance recreation and open space opportunities for residents and as a benefit to neighboring properties. Both residents of

the project as well as members of the surrounding community will enjoy access to the park. The park serves the surrounding neighborhood, which is an area characterized by older apartment buildings with limited open space and public parks in the immediate vicinity, and will provide a valuable community benefit and will contribute the achieving the vision of a livable city. The proposed public park will also add to the quality of life for existing and future residents, both by providing public open space and by acting as a buffer to protect the residential neighborhood to the north. In addition, all residents will have access to the common recreational and service amenities that include an approximately 7,283 square-foot pool and pool deck on the top of the parking podium adjacent to the residential tower, an approximately 2,775 square-foot recreation room on the ground floor, an approximately 1,683 square-foot recreation room located on a mezzanine level accessed from the ground floor recreation room, an approximately 2,032 square-foot fitness room on Level 3, and an approximately 609 square-foot club room on Level 5. An additional common open space area is an outdoor plaza on the south east corner of the project. The project also includes private balcony areas for 59 residential units.

### **Housing Element**

The Housing Element 2013-2021 was adopted on December 3, 2013 and identifies the City's housing conditions and needs, and establishes the goals, objectives and policies that are the foundation of the City's housing and growth strategy. The proposed project would be in conformance with the objectives and policies of the Housing Element as described below.

#### **Goal 1: Housing Production and Preservation**

**Objective 1.1:** *Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.*

**Policy 1.1.2:** *Expand affordable rental housing for all income groups that need assistance.*

**Policy 1.2.2:** *Encourage and incentivize the preservation of affordable housing, including non-subsidized affordable units, to ensure that demolitions and conversions do not result in the net loss of the City's stock of decent, safe, healthy or affordable housing.*

**Policy 1.4.1:** *Streamline the land use entitlement, environmental review, and building permit processes, while maintaining incentives to create and preserve affordable housing.*

**Objective 1.3:** *Forecast and plan for changing housing needs over time in relation to production and preservation needs.*

**Policy 1.3.5:** *Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.*

#### **Goal 2: Safe, Livable, and Sustainable Neighborhoods**

**Objective 2.1:** *Promote safety and health within neighborhoods.*

**Objective 2.2:** *Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.*

**Policy 2.2.2:** *Provide incentives and flexibility to generate new multi-family housing near transit and centers, in accordance with the General Plan Framework Element, as reflected in Map ES.1.*

**Policy 2.2.3:** *Promote and facilitate a jobs/housing balance at a citywide level.*

**Objective 2.4:** *Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.*

**Policy 2.4.1:** *Promote preservation of neighborhood character in balance with facilitating new development.*

**Policy 2.4.2:** *Develop and implement design standards that promote quality development.*

**Objective 2.5:** *Promote a more equitable distribution of affordable housing opportunities throughout the City.*

**Policy 2.5.2:** *Foster the development of new affordable housing units citywide and within each Community Plan area.*

The Housing Element encourages more housing units to accommodate the City's projected growth and also envisions a variety of unit types and sizes and amenities that can satisfy the needs and demand of people of all income levels, races, and ages. The Housing Element indicates that not only are more housing units needed to accommodate the City's growth, but that these units need to be a broader array of typologies to meet evolving household types and sizes.

The project will provide 299 residential dwelling units, including 15 units for Very Low Income households and 15 units of workforce housing, and approximately 46,110 square feet of commercial space, along the corner of Sunset Boulevard and Gordon Street. The project site is located within 0.5 mile southeast of an existing rail transit station, the Hollywood Boulevard/Vine Street Metro Red Line and several local and regional bus lines. The project will offer a range of apartment types and sizes, with a mix of studio, one-, and two-bedroom units. To ensure the livability of these housing units, especially in such an urban location, the project would provide approximately 35,234 square feet of open space, which includes a 18,962 square-foot public park, a 2,775 square-foot recreation room and 1,390 square-foot outdoor corner plaza on the ground floor; a 1,683 square-foot recreation room on mezzanine level; a 2,032 square-foot fitness room on the third level; and a 609 square-foot club room and 7,283 square-foot pool deck on fifth level; and 500 square feet via private balconies. In addition, by providing 15 Very Low Income units and 15 workforce housing units (5 percent of total units), the project will be achieving the Housing Element goal of promoting mixed-income developments in mixed-use communities.

The project will increase safety in the area by providing more natural surveillance and eyes on the street consistent with of the City of Los Angeles Crime Prevention Through Environmental Design "Design Out Crime" Guidelines. The ground-floor commercial uses will further activate the streets while both the commercial office uses and the residential apartments will have views of the streets and surrounding neighborhoods. Prospective residents and project users are expected to walk to neighboring restaurants, bar and entertainment venues on both week nights and weekends, which will further increase the area's safety as more pedestrians show their presence and walk throughout the neighborhood.

The sustainability of the neighborhood will be promoted by mixed-income housing units (market rate and restricted affordable units), commercial uses that will provide jobs, amenities and services with creative office space and retail and restaurant use. Transit-use will be encouraged through the project's close proximity to public transit options and through the provision of 401 on-site bicycle parking spaces, three (3) available shared ride parking spaces, and 20 percent of the required parking spaces as Electric Vehicle (EV) ready with 5 percent of the required spaces providing EV-charging stations.

By providing residential and commercial components on a single site, the project complies with the Housing Element's goal to offer a balance of housing and jobs within the City; and by locating this mixed-use project near major transit, job centers, shopping and entertainment areas, the project will facilitate residents' and tenants' interaction with the community, bringing more people onto the street, providing more customers for local businesses and increasing safety in the area.

### **Mobility Element**

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The proposed project would be in conformance with following objectives and policies of the Mobility Element as described below.

#### **Chapter 3: Access for All Angelenos**

**Objective:** *Ensure that 90 percent of households have access within one mile to the Transit Enhanced Network by 2035.*

**Policy 3.3:** *Promote Equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.*

**Policy 3.8:** *Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.*

The project would be located in proximity to mass transit options and bicycle routes and would provide convenient access to various multi-modal transportation opportunities for pedestrians and bicyclists. Public transportation in the surrounding area is provided by Metropolitan Transit Authority (Metro) and the City of Los Angeles Department of Transportation Dash service (DASH), subway Metro Rail, and Metro Express. The project site is also located within 0.5 mile southeast of the Hollywood Boulevard and Vine Street Metro Red Line rail transit station.

The project is consistent with the Mobility Element because residents will have easy access to work opportunities and essential services, and greater mobility is assured by the plentiful transit options offered by the Metro Rail and Metro Bus lines, mentioned above. These transit stations provide access to employment centers and jobs, local and regional destinations, and other neighborhood services for project residents. The availability of many transit options along the commercial corridors of Sunset and Hollywood Boulevard, and Gower Street create a lesser need for the use of personal vehicles. Furthermore, the location of the ground floor residential lobby and commercial will facilitate a pedestrian-oriented environment by providing transparency at the street level, and activating the streets with greater pedestrian activity, as residents will be encouraged to walk and use public transit. In addition, the Mobility Plan incorporates the complete streets principles to accommodate all modes of transportation

including foot traffic and bicyclists. The commercial spaces primarily front Sunset Boulevard, from which pedestrians will have direct access.

The project would promote equitable land use decisions that result in fewer vehicular trips by providing a mixed-use development that contains residential, commercial and public park spaces in a Transit Priority Area on a major transportation corridor (Sunset Boulevard) in close proximity to entertainment and job opportunities and in an area well-served by public transportation, including the Metro Red Line and several MTA Bus and LADOT DASH Lines. The project's location in a transit rich corridor and in close proximity to employment, retail, restaurants, and entertainment uses will promote the use of transit, bicycle and pedestrian trips in lieu of vehicular trips. Prospective residential and commercial tenants will have increased opportunities to access alternate modes of transportation, which will contribute to reducing traffic congestion and improving air quality.

The project recognizes all modes of travel and encourages transit and bicycle-use through the project's close proximity to public transit options. The use of shared ride vehicles will also be encouraged through the provision of three (3) available shared ride parking spaces. The project will also provide 20 percent of the required parking spaces as Electric Vehicle (EV) ready with 5 percent of the required spaces providing EV-charging stations. The project will provide a total of 401 bicycle parking spaces in a safe, convenient, secure and well-maintained bicycle parking area. All long-term bicycle parking spaces will be secured. Short-term bicycle parking spaces will be located outside the building on the Sunset Boulevard frontage as well as inside the ground level of the building and parking garage with direct access to the street. Residents, employees, and the general public would have a place to safely and conveniently secure their bicycles.

As an infill development, the project will incorporate a vibrant mix of office, retail and residential uses. Because of the project site's location near transit service, as well as development in the area of the project site along the Sunset Boulevard corridor, a number of trips would be expected to be transit or walk trips rather than vehicle trips. Some residents and/or visitors would take transit to their destinations, or would walk to destinations nearby. Thus, the project will integrate proximity to mass transit, in-fill smart growth, and trip reduction.

### **Land Use Element – Hollywood Community Plan**

The Hollywood Community Plan was adopted by the City Council on December 13, 1988. The Community Plan's purpose is to "promote an arrangement of land use, circulation, and services which all encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community." The proposed project would be in conformance with following goals of the Land Use Element as described below.

***Objective 1:*** *To further the development of Hollywood as a major center of population, employment, retail services, and entertainment [...].*

***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 4:*** *To promote economic well-being and public convenience through allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.*

**Objective 5:** *To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development. To encourage open space and parks in both local neighborhoods and in high density areas.*

The proposed mixed-use development supports the development of Hollywood as a major center of population, employment, and retail services by providing various uses, including residential, commercial, retail and restaurant and accommodating population growth through the creation of 299 dwelling units in close proximity to entertainment and job opportunities and in an area well-served by public transportation, including the Metro Red Line and several MTA Bus and LADOT DASH Lines (Metro Hollywood/Vine Station) and various bus routes that connect the project Site to other regional and local destinations as well as employment centers and retail services. The project will contribute to the Hollywood area as a high-density, mixed-use development that provides housing, employment, retail/commercial services and public open space for residents and visitors of the area.

The project will provide 299 residential dwelling units (including 15 Very Low Income and 15 workforce housing units) that will satisfy needs of varying segments of the community. The project will include a mix of rental types to satisfy varying needs with 50 studio apartments, 156 one-bedroom apartments, and 93 two-bedroom apartments. The project's residential units will help to alleviate the current housing crisis in Los Angeles. The 15 Very Low Income and 15 workforce housing units will address the public necessity of additional affordable housing in the City. In addition, the project will provide this needed housing while protecting the existing adjacent residential neighborhood by providing considerable buffering, as the project provides a 20-foot side yard setback for all residential levels along the easterly property line and a 150-foot rear yard setback for the entire mixed-use building, exceeding the minimum setback requirements. As such, the project provides a transition to the lower-density residential uses to the north that consist primarily of older apartment buildings.

The project includes approximately 38,440 square feet of creative office space, approximately 3,700 square feet of ground floor restaurant space and approximately 3,970 square feet of ground floor community serving retail space including up to approximately 1,475 square feet for a coffee shop. The creative office space will be targeted at the entertainment community in the Hollywood area. The restaurant and retail space will be located on the ground floor to promote an active pedestrian environment. In addition, the project will also promote the economic well-being and public convenience by providing prospective tenants the opportunity to walk to employment, shopping, dining and activity destinations. The proposed project thus creates a public convenience as it helps reduce reliance on the automobile by locating housing, creative office space, ground-floor retail and restaurant space, and a public park within an established community and close to public transit; alleviating traffic congestion.

Last, the project also offers substantial public and private open space in a high density area that will serve both residents of the project and the surrounding community. The project is providing approximately 35,234 square feet of open space, which includes an approximately 18,962 square-foot public park. All residents will have access to the common recreational and service amenities that include an approximately 7,283 square-foot pool and pool deck on the top of the parking podium adjacent to the residential tower, an approximately 2,775 square-foot recreation room on the ground floor, an approximately 1,683 square-foot recreation room located on a mezzanine level accessed from the ground floor recreation room, an approximately 2,032 square-foot fitness room on Level 3, and an approximately 609 square-foot club room on Level 5. An additional common open space area is an outdoor plaza on the south east corner of the project. The project also includes private balcony areas for 59 residential units. In addition, an approximately 18,962 square-foot public park proposed on Gordon Street will serve to enhance open space and parks in the surrounding community. The park will include amenities such as benches, tables, a bocce ball court, dog run, trash

receptacles, as well as a variety of planters and trees. Both residents of the project as well as members of the surrounding community will enjoy access to the park. The park serves the surrounding neighborhood, which is an area characterized by older apartment buildings with limited open space and public parks in the immediate vicinity. Thus, this public park will provide a valuable community benefit and will improve open space areas for residents in the entire neighborhood.

### **Health and Wellness Element**

Adopted in March 2015, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The proposed project is consistent with the following goals, objectives and policies:

#### ***Chapter 2: A City Built for Health***

***Policy 2.2. Healthy Building design and construction.*** Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

As previously mentioned, the project incorporates several pedestrian-oriented design elements, including concentrating residential and commercial development near existing commercial corridors; providing opportunities for neighborhood-serving uses and increasing the amount of pedestrian activity and safety by introducing more permanent eyes on the street; providing ground floor commercial space fronting on a major street that will provide retail and food services oriented toward the street to provide a connection and enhance the pedestrian experience. The ground floor commercial uses are designed with transparent façades as well as canopies providing shelter and shade. The project also offers substantial public and private open space to enhance recreation and open space opportunities, assure environmental justice, create a healthful living environment, and achieve the vision for a more livable city, in particular, an approximately 18,962 square-foot public park, which includes amenities such as benches, tables, a bocce ball court, dog run, trash receptacles, as well as a variety of planters and trees. The public park on Gordon Street will serve as a public amenity to enhance recreation and open space opportunities for residents and as a benefit to neighboring properties ensuring environmental justice and a healthy living environment. In addition, the project also includes the provision of three (3) available shared ride parking spaces, 20 percent of the required parking spaces as Electric Vehicle (EV) ready with 5 percent of the required spaces providing EV-charging stations. As such, the proposed project promotes a healthy built environment.

### **Citywide Commercial Design Guidelines**

The proposed project complies with the applicable Citywide Commercial Design Guidelines, which were created to carry out common design objectives that maintain neighborhood form and character while promoting design excellence and creative infill development solutions for Pedestrian-Oriented, Commercial and Mixed-Use projects. The Commercial Citywide Design Guidelines are intended to address some of the most common, overarching challenges in planning commercial developments, such as: considering neighborhood context and linkages



in building and site design; employing high quality architecture to define the character or commercial districts; augmenting the streetscape environment with pedestrian amenities; minimizing the appearance of driveways and parking areas; including open space to create opportunities for public gathering; and improving the streetscape by reducing visual clutter.

The project provides transparent ground floor, street-facing storefronts and entryways that provide shelter and promote an active street presence by pedestrians. Parking is provided within three levels of subterranean parking and three levels of above-grade parking primarily behind commercial and office uses facing Sunset Boulevard, such that it does not dominate the streetscape, and what portion of it is visible along Gordon Street is screened with a mature green screen. The project also provides an approximately 18,962 square-foot public park which acts as a buffer between the 22-story building and the lower-density residential buildings to the north. Last, the building façade is articulated with a variety of materials, textures and architectural elements.

### **Sewerage Facilities Element**

The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

3. **City Charter 555 Determination.** The proposed General Plan Amendment complies with the procedures as specified in Section 555 of the Charter, including:
  - a. **Amendment in Whole or in Part.** The General Plan Amendment before the City Planning Commission represents an Amendment in Part of the Hollywood Community Plan, representing a change to the social, physical and economic identity of project site, which is currently designated as High Medium Residential and zoned (T)(Q)R4-1VL. The instant request provides the City an opportunity to develop an underutilized site in a manner consistent with the goals, objectives and policies of the General Plan Framework for the Regional Center.
 

Hollywood is most well-known known for its entertainment industry, with a transformation to include new residential, commercial, and mixed-use developments. Akin to this transformation, the project will provide a mixed-use development containing 299 residential units, restaurant space, creative office / commercial space and a public park. While the proposed project would change the existing High Medium Residential designation to Regional Center Commercial, the project is still oriented around the production of jobs, which will contribute to the significant social and economic identity of the area that will continue to enhance and support the entertainment industry. The General Plan establishes that Regional Centers should serve as focal points of regional commerce, identity, and activity with a diversity of uses including office, retail, entertainment facilities, and housing. Extension of the Regional Center Commercial land use designation to the entire project site reflects the City's objectives for Hollywood to serve as a focal point for commerce, identity and activity. The request will allow a unified land use designation of Regional Center Commercial across the project site, allowing for floor area averaging and the provision of a public park; and to bring the land use designations into conformance with the requested Zone and Height District Change in a manner consistent with the goals, objectives and policies of the General Plan Framework for Hollywood.

The project is a mixed-use development that contains residential, commercial and public park spaces which, in combination, reinforce existing and encourage the development of new regional centers. Surrounding land uses include office buildings, retail uses, multi-family residential structures, restaurants, retail, and entertainment uses. The Sunset Boulevard corridor is characterized by a variety of residential developments, restaurants, and mid- to high-rise office, commercial and retail buildings. North of Sunset Boulevard, Gordon Street is characterized as a residential neighborhood consisting of single- and multi-family residential uses. Housing is predominately multi-family, with only a few single-family residential properties. To ensure compatibility with neighboring existing structures and to strengthen the distinct physical identity of Hollywood, the project features a modern design that is not dissimilar to the high-density, mixed-use character of the existing neighborhood.

The proposed project has significant physical identity as a mixed-use project on a major transportation corridor (Sunset Boulevard) in close proximity to entertainment and job opportunities and in an area well-served by public transportation, including the Metro Red Line and several MTA Bus and LADOT DASH Lines. The project will facilitate an urban lifestyle which includes travel by foot, bicycle and public transit to and from nearby commercial, retail, restaurant and entertainment venues; and will reinforce the existing urban lifestyle in the Hollywood area by providing pedestrian-accessible destinations for existing residents in the community, and new opportunities for the surrounding neighborhood to walk to ground-floor community-serving retail and restaurant establishments, places of employment, and a new public park. The range of uses that the project will provide will service the neighborhood by adding more housing opportunities (including both market rate and low-income housing) and a new public park, as well as by creating new permanent job opportunities through the provision of creative office, retail and restaurant space. Proposed tenant improvement and interior building renovations in addition to the operation of the proposed commercial uses will provide temporary and permanent jobs.

The proposed project will support citywide goals of increasing the housing stock while doing so in a way that is compatible with the surrounding context, in addition to facilitating a wide range of jobs from the restaurant, retail and office space. As such, the proposed General Plan Amendment will contribute to and strengthen the social, physical, and economic identity of the surrounding area.

- b. Initiation of Amendments.** In compliance with this sub-section, the Director of Planning proposed the Amendment to the Hollywood Community Plan (General Plan Land Use Element), pursuant to a memo dated May 12, 2015.
- c. Commission and Mayoral Recommendations.** The noticing and hearing requirements of the General Plan Amendment were satisfied, pursuant to LAMC Section 12.32 C.3. The hearing was scheduled, duly noticed, and held in City Hall on June 20, 2018. The City Planning Commission shall make its recommendation to the Mayor upon a recommendation of approval, or to the City Council and the Mayor upon a recommendation of disapproval.

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

- d. Council Action.** The Council shall conduct a public hearing before taking action on a proposed amendment to the General Plan. If the Council proposes any modification to the amendment approved by the City Planning Commission, that proposed modification shall be referred to the City Planning Commission and the Mayor for their recommendations.

The City Planning Commission and the Mayor shall review any modification made by the Council and shall make their recommendation on the modification to the Council in accordance with subsection (c) above. If no modifications are proposed by the Council, or after receipt of the Mayor's and City Planning Commission's recommendations on any proposed modification, or the expiration of their time to act, the Council shall adopt or reject the proposed amendment by resolution within the time specified by ordinance.

- e. **Votes Necessary for Adoption.** If both the City Planning Commission and the Mayor recommend approval of a proposed amendment, the Council may adopt the amendment by a majority vote. If either the City Planning Commission or the Mayor recommends the disapproval of a proposed amendment, the Council may adopt the amendment only by a two-thirds vote. If both the City Planning Commission and the Mayor recommend the disapproval of a proposed amendment, the Council may adopt the amendment only by a three-fourths vote. If the Council proposes a modification of an amendment, the recommendations of the Commission and the Mayor on the modification shall affect only that modification."

- 4. **City Charter Finding 556.** When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.

The project site is located within the Hollywood Community Plan, and is subject to two land use designations and two zoning designations, consisting of consist of Regional Center Commercial and (T)(Q)C2-2D-SN for all properties fronting on Sunset Boulevard and two parcels fronting Gordon Street; and High Medium Density Residential and (T)(Q)R4-1VL for the remaining properties fronting along Gordon Street. The Regional Center Commercial General Plan Land Use designation has corresponding zones of C2, C4, P, PB, RAS3 and RAS4, while High Medium Density Residential has a corresponding zone of [Q]R4.

The recommended General Plan Amendment will re-designate the portion of the project site located at 1528-1540 N. Gordon Street (Lots 17, 18, and 19 of Bagnoli Tract No. 2), from High Medium Residential to Regional Center Commercial in order to be consistent with the General Plan Land Use designation for the remainder of the project site. As mentioned above, the Regional Center Commercial General Plan Land Use designation has corresponding zones of C2, C4, P, PB, RAS3 and RAS4.

The Amendment, in conjunction with the requested Zone Change and Height District Change to (T)(Q)C2-2D and (T)(Q)C2-2D-SN, would allow for the development of a mixed-use project containing 299 residential apartment units, including 269 market rate units and 15 affordable housing units at the Very Low income level (5 percent of total units), approximately 46,110 square feet of commercial space, and an approximately 18,962 square-foot public park, for approximately 324,693 square feet of floor area on a site that is 74,514 square feet in size, for a Floor Area Ratio (FAR) of 4.5:1.

As detailed above in Finding No. 3, the proposed project would be in substantial conformance with the purposes, intent and provisions of the Framework Element, Housing Element, Mobility Element and the Land Use Element – Hollywood Community Plan of the General Plan.

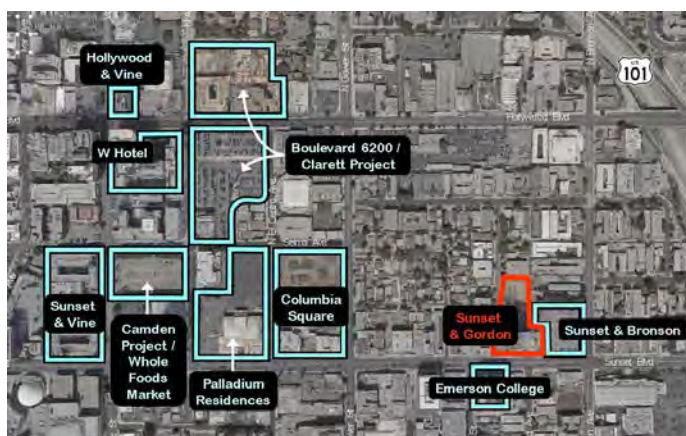
- 5. **City Charter 558 Determination.** The proposed Amendment to the Hollywood Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice.

Public necessity, convenience and general welfare will be better served by adopting the proposed General Plan Amendment, as the request would promote an intensity and pattern of development that is consistent with the area's proposed General Plan Framework designation that encourages density in commercial centers, transit use, reduced vehicle dependency, and improved air quality. Moreover, the Framework promotes the development of commercial uses near transit and in a manner that enhances the pedestrian environment.

The project site is located within 0.5 mile southeast of the Hollywood Boulevard/Vine Street Metro Red Line rail transit station; and within numerous bus routes with peak commute service intervals of 15 minutes or less along Sunset Boulevard. Metro local lines provide service in the Hollywood area, which include Route 2/302, Route 4/304, Route 210, and Route 207/757; and service along Hollywood Boulevard, which include Metro Red Line, Route 217, and Route 780. Other local lines serving the Hollywood area are provided by the LADOT. The City provides the Hollywood Dash Service, which provides a circuitous shuttle service in the Hollywood area with a stop at Gordon Street and Sunset Boulevard along the project frontage. The project will therefore provide both housing and job opportunities in proximity to transit.

The General Plan Amendment will change the land use designation from High Medium Residential to Regional Commercial, thereby promoting many of the City's land use policies and addressing the City's need to accommodate job and housing growth in an established employment center. The project will be adding 299 new residential apartment units to a property that is well-equipped for such a use because the project site is located in close proximity to transit, employment opportunities, retail, restaurants, and entertainment. The project and the services provided will improve the quality of life of both existing residents in the neighborhood and prospective project residents. Of the 299 residential units, 269 will be market rate units, 15 will be affordable and 15 will be for workforce housing, thus offering a range of housing opportunities by type and cost which will be accessible to all residents of the City. In addition, to provide a range of housing opportunities by type and cost, the project will include 50 studio apartments, 156 one-bedroom apartments, and 93 two-bedroom apartments. In addition, a public park, which will be maintained on-site to serve existing and future residents, thereby supporting the development of small parks incorporating benches and other streetscape amenities that enhance existing and future residents' lifestyles.

Applying the Regional Center Commercial designation to the entire project site would be appropriate as uses along Sunset and Hollywood Boulevards to the west of Gower Street generally have the Regional Center Commercial land use designation, and the project's requests are also generally consistent with the existing land use pattern near Sunset Boulevard in Hollywood.



As such, the proposed project would be consistent with a number of nearby developments in Hollywood, the majority of which have been developed under a Regional Center Commercial designation, and achieve the City's goals of revitalizing this area with a diverse mix of uses to support area residents and visitors. The extension of this land use designation to the R4 Parcels further reflects the success of Hollywood's redevelopment and a further continuity of the Regional Center Commercial land use designation along these major transportation and commercial corridors. The General Plan establishes that Regional Centers should serve as focal points of regional commerce, identity, and activity with a diversity of uses including office, retail, entertainment facilities, and housing. Extension of the Regional Center Commercial land use designation to the entire project site reflects the City's objectives for Hollywood to serve as a focal point for commerce, identity and activity. Last, the proposed Regional Center Commercial designation will also allow the proposed mixed-use development to be developed and provide zoning uniformity across the project site. Therefore, the project is in conformity with public necessity, convenience, general welfare and good zoning practice because it includes necessary housing, including affordable housing, substantial infrastructure improvements, improved streetscapes, and public open space.

## **ENTITLEMENT FINDINGS**

### **6. Zone Change, Height District Change, and "T" and "Q" Classification Findings.**

- a. Pursuant to Section 12.32 C.7 of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

The project is located within the Hollywood Community Plan, one of 35 Community Plans that comprise the Land Use Element of the General Plan. The Hollywood Community Plan designates the subject property for Regional Center Commercial and High Medium Residential land uses with the corresponding zones of C2, C4, P, PB, RAS3, and RAS4, and [Q]R4, respectively. Lots 6 and 12-16 are located in the Hollywood Signage Supplemental Use District (SUD); no change to this designation is requested.

The proposed project is a mixed-use development comprised of 299 residential units (including 15 Very Low Income and 15 workforce housing units), approximately 46,110 square feet of commercial (office, restaurant and retail) space and an approximately 18,962 square feet of public park space. The project envisions a mix of compatible uses to create a community center that complements the existing entertainment uses in the area as well as the existing commercial corridor along Sunset Boulevard and to the north along Hollywood Boulevard. The Community Plan encourages new commercial and residential uses in proximity to existing goods, services, and facilities. The project site is on an existing commercial corridor near transportation opportunities and a variety of existing and proposed employment centers. The project site is also near many existing and proposed retail establishments, providing tenants the opportunity to walk to their shopping and dining destinations. By locating a mixed-use development close to major transit, job centers, and shopping areas, the project will facilitate increased interaction with the community, bringing more people onto the street, reducing the need for cars, and providing more customers for existing and future local businesses.

There are various public transportation opportunities in the project site's immediate vicinity, including the Metro Red Line Hollywood/Vine Station, located approximately 0.5 mile away from the project site. The Metro Red Line is the 17-mile subway that runs from Union Station in downtown Los Angeles to North Hollywood in the San Fernando Valley, with stops at, but not limited to, Civic Center/Grand Park, Pershing Square, Vermont/Wilshire and Hollywood and Highland. The Metro Red Line connects to the

Orange Line bus, which runs to Warner Center and Chatsworth at the North Hollywood Station. The Red Line also connects to the Blue Line rail and the Expo Line rail at the 7<sup>th</sup>/Metro Center Station and the Gold Line rail and Purple Line rail at Union Station. These Metro Lines further connect to other points throughout the City and the greater Los Angeles area. Additionally, the Los Angeles Metropolitan Authority (MTA) routes a number of bus lines with stops conveniently located near the project site. Metro Bus Line 2 stops on Sunset Boulevard, within half a block of the project site, and runs east/west on Sunset Boulevard, connecting Union Station in downtown Los Angeles to the Pacific Palisades. Metro Bus lines 180/181 and 217 are also located within walking distance of the project site, at the corner of Hollywood and Gower. Bus Lines 180/181 generally run east/west between Hollywood and Pasadena while Bus Line 217 travels north/south from Hollywood to Westchester area (with stop through or adjacent to the West Hollywood, Beverly Hills, Baldwin Hills, Culver City, Ladera Heights and Fox Hills area). The Los Angeles Department of Transportation (LADOT) DASH also provides bus routes that currently serve the Hollywood area, with a DASH Hollywood stop conveniently located in front of the project site on the northeast corner of Sunset and Gordon. The DASH Hollywood route generally runs between Highland Avenue to the west, Vermont Avenue to the east, Franklin Avenue to the north and Fountain Avenue to the south. The DASH – Beachwood Canyon is also located within half a mile of the project site, with a stop located at the corner of Hollywood and Vine, and serves the Beachwood Canyon and Hollywood area as far south as Sunset Boulevard. The DASH – Hollywood/Wilshire route has a stop conveniently located a block away from the project site at Sunset and Gower, and serves the Hollywood area and connects to the Wilshire/Western Metro Red Line station.

The proposed project will contribute to the area needs for residential housing units, including needed affordable housing at the Very Low Income level and for workforce housing, providing a new public park, increasing ground-floor retail and restaurant space, and increasing creative office space in Hollywood, thereby increasing the sense of community in the area and increasing tax revenue for the City of Los Angeles. By locating residential development close to major transit, job centers, and shopping areas, the project will facilitate residents' interaction with the community, bringing more people onto the street and providing more customers for local businesses. In the vicinity of the project site are a variety of uses including office buildings, retail uses, multi-family residential structures, restaurants, retail, and entertainment uses. The project will create new opportunities in the surrounding neighborhood to walk to ground-floor, community-serving retail and restaurant establishments, places of employment, and a new public park, reducing reliance on the automobile by locating housing, creative office space, ground-floor retail and restaurant space, and a public park within an established community and close to public transit, alleviating traffic congestion.

The project's proposed 299 residential apartment dwelling units (including 15 Very Low Income and 15 workforce housing units) will help to alleviate the current housing crisis in Los Angeles. As mentioned, of the 299 units, 269 units will serve the market demand for housing, the 15 units for Very Low Income households and 15 units for workforce housing will address the need for additional affordable housing in the City. The project's public park on Gordon Street will also serve the surrounding neighborhood, an area characterized by older apartment buildings with limited open space and public parks in the immediate vicinity.

In addition, the proposed Vesting Zone and Height District Change are consistent with a Regional Center Commercial designation, and will allow the proposed mixed-use development to be developed across the entire project site and will provide zoning uniformity across the project site. The City has applied the Regional Center Commercial designation for projects in the area, as previously noted. Therefore, applying zoning and

height that is allowed within the Regional Center Commercial designation to the entire project site is appropriate.

The development of an integrated mixed-use project in this location provides numerous community benefits including the addition of affordable housing units, creative office space, and an improved pedestrian experience. The requested Vesting Zone and Height District Change for the project will permit the density and mix of uses proposed, which will allow the proposed uses in a convenient location for residents, employees and the general public. The proposed project will concentrate a mixed-use development in an area within close proximity to high capacity transportation facilities and entertainment and job opportunities. The project, as it is located in a Transit Priority Area very close to two major transportation corridors (Sunset Boulevard and Hollywood Boulevard), including two Metro Rail stations (at Hollywood/Western and at Hollywood/Vine) and a variety of employment centers, thus providing new housing in proximity to transit.

As such, the requested General Plan Amendment and Vesting Zone and Height District Change represent good zoning and planning practice, similar to the above-mentioned projects which have set precedent for similar mixed-use developments in the area.

**b. Pursuant to Section 12.32 G and Q of the Municipal Code “T” and “Q” Classification Findings.**

Per LAMC Section 12.32 G.1 and 2, the current action, as recommended, has been made contingent upon compliance with new “T” and “Q” conditions of approval imposed herein for the proposed project. The “T” Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The “Q” conditions that limits the scale and scope of future development on the site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

**c. Pursuant to Section 12.32 G.4(b) of the Municipal Code, D Limitation Findings. In establishing D limitations, the Council shall find that any or all the limitations are necessary: (1) to protect the best interest of and assure a development more compatible with the surrounding property or neighborhood, and (2) to secure an appropriate development in harmony with the objectives of the General Plan, or (3) to prevent or mitigate potential adverse environmental effects of the Height District establishment or change.**

The project site is located within the Hollywood Community Plan area. The project requests to amend the 1988 Hollywood Community Plan to re-designate the portion of the project site located at 1528-1540 N. Gordon Street (Lots 17, 18, and 19 of Bagnoli Tract No. 2), from High Medium Residential to Regional Center Commercial in order to be consistent with the remainder of the project site. The project is also requesting a Vesting Zone Change and Height District Change from (T)(Q)C2-2D and (T)(Q)R4-1VL to C2-2D, with a D Limitation would limit the total FAR to 4.5:1. In addition, the proposed D limitation would limit the building to 220 feet in height, as shown in Exhibit A. Without the limitation, the C2-2 Zone would permit a maximum 6:1 FAR with no height limitation, which would lead to a taller, bulkier and potentially incompatible building with the surrounding properties. The D limitation would ensure that the proposed development is

physically compatible with the surrounding properties, which range from 10-23 stories. The proposed limitations would permit the development of the project, which as described above, would promote the objectives of the General Plan and Hollywood Community Plan. As such, the D Limitations would protect the best interest of and assure a development that is compatible with the surrounding property or neighborhood and secure an appropriate development in harmony with the objectives of the General Plan.

## 7. Conditional Use Findings.

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

The project will provide a service that is beneficial to the region by providing food service and amenities to the public, employees, and nearby residents alongside alcoholic beverage options in a neighborhood that is steadily accommodating residential and commercial uses. The service of alcoholic beverages in food establishments has become accepted as a desirable and expected use that is meant to complement food service. Since alcoholic beverage service is a common and expected amenity with meal service for many patrons, the grant for alcohol sales will be desirable to the public convenience and welfare. The project will provide increased opportunities for quality food and may serve as a central meeting point for the neighborhood. The sale of alcoholic beverages is anticipated to be an ancillary use to the restaurant use.

The request for the sale of a full-line of alcohol for on-site consumption for the project's proposed restaurant will enhance the built environment in the surrounding neighborhood and will provide a service that is beneficial to the community. The restaurant will provide dining and on-site alcohol service within the ground floor of the proposed mixed-use building. Community-serving retail space of approximately 3,970 square feet (including up to approximately 1,475 square feet for a coffee shop) will share the ground floor with the approximately 3,700 square feet for the restaurant use. These commercial uses will both front on Sunset Boulevard and enhance pedestrian and street activity in the neighborhood. The project's restaurant will be primarily a sit-down dining establishment, and with the inclusion of alcohol service will provide greater choices for residents and employees of the new commercial, retail, and residential uses on the project site, those in the surrounding community, and others who come to the area for dining and relaxation. The proposed restaurant use with on-site sales of a full line of alcohol will reduce the need for area residents to travel to other locations outside of the neighborhood to patronize restaurants serving alcohol. Further, the proposed restaurant use with on-site sale of a full line of alcohol will be similar to the previous use in the subject tenant space of approximately 30 years at the project site, which was also a restaurant serving alcohol.

The proposed sit-down dining establishment will benefit nearby residentially zoned properties, as it provides a greater variety of restaurant options within the nearby community. It is also anticipated that the gross sale of food items at the proposed restaurant will exceed the gross sale of alcohol on a quarterly basis. Operations of the proposed restaurant will be in accordance with the rules and regulations of the California Department of Alcoholic Beverage Control ("ABC"). Spill-over parking into residential areas is not anticipated due to the adequacy of on-site parking and the availability of nearby and convenient public transportation options. Furthermore, alcohol-related conditions have been imposed in order to ensure the operation of this business would benefit the community, such as prohibiting loitering and after hours use, requiring a camera surveillance system and lighting for adequate security, Standardized Training for Alcohol Retailers and maintenance of a complaint log.



As conditioned herein, the project would enhance the built environment in the surrounding neighborhood and would provide a service that would be beneficial to the community.

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

The request for the sale of a full line of alcohol for on-site consumption for the project's proposed restaurant is compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety. The project is a mixed-use development with 46,110 square feet of commercial space, including approximately 3,700 square feet of restaurant and 3,970 square feet of community serving retail space on the ground floor. The residential component of the project includes 269 market rate apartments, 15 units that will be reserved for residents at the Very Low Income level and 15 units that will be reserved for workforce housing. The restaurant and retail uses front on Sunset Boulevard with the residential units in the high-rise tower above, which is further set back approximately 58 feet from the street. The restaurant space is located at street level and its low-rise design makes it appear as separate from the tower. This design improves accessibility for pedestrians and bicyclists because the ground floor location helps to engage the streetscape. In order to minimize effects of the high-rise on adjacent properties, the project has been designed with the tallest portion of the building in the center of the site and stepping down towards the more residential, lower-intensity uses along Gordon Street, which are buffered from the project with a 150-foot rear yard setback. Within this setback along Gordon Street is an approximately 18,962 square-foot public park. The park will not be directly accessible from the restaurant. As a result of the public park, adjacent residential uses on three surrounding streets will be adjacent to open space. The park enhances adjacent properties by providing attractive open space for walking, exercising or engaging in other outdoor recreational activities that can improve the health of persons living or working in the neighborhood. As a result, the project will improve public health in the surrounding neighborhood.

The proposed request for the sale of a full line of alcohol for on-site consumption in the project's restaurant is also compatible with adjacent properties and the surrounding neighborhood because it is located within the project site's commercial frontage on Sunset Boulevard and will further enliven and reactivate this area of Sunset by adding to the diversity of dining options and encouraging pedestrian activity. Because the restaurant use is in close proximity to numerous public transportation options, including two Metro Red stations at Hollywood & Western and at Hollywood & Vine, along the Metro Rapid Bus line and close to numerous other local bus routes, the allowance for alcohol use will not adversely affect the public health, welfare or safety, as patrons will have multiple convenient options to access the restaurant. Further, the proposed restaurant use with on-site sale of a full line of alcohol (with option to instead be beer/wine) will be similar to the previous use at the project site, which was a sit-down restaurant serving alcohol. The previous restaurant was located in the same area on the project site for approximately 30 years and had no record of any spillover effect of an adverse nature on the surrounding neighborhood. Thus the project is compatible with, and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

The establishment serving alcohol will be subject to operational conditions to ensure compatibility with immediately surrounding uses which include other mixed-use and residential buildings. As proposed, the building will have electronic security camera

surveillance throughout the site and controlled access at building entrance points. The proposed project will provide a place for residents and visitors to eat, drink, and socialize. Approval of the conditional use will contribute to the success and vitality of the mixed-use development and help to reinvigorate the site and vicinity. Since the alcohol sales will be incidental to food service, permitting alcohol sales on the site will not be detrimental to the development of the community. Furthermore, as previously mentioned, alcohol-related conditions have been imposed in order to ensure the operation of this business would not have an adverse effect on the surrounding neighborhood or community, such as prohibiting loitering and after hours use, requiring a camera surveillance system and lighting for adequate security, Standardized Training for Alcohol Retailers and maintenance of a complaint log.

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

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

There are 11 elements of the General Plan. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code. Except for those entitlements described herein, the project does not propose to deviate from any of the requirements of the Los Angeles Municipal Code. The Land Use Element of the City's General Plan divides the city into 35 Community Plans. As requested, the Hollywood Plan Map will designate the entire project site for Regional Center Commercial land use with the corresponding zone of C2, which is intended to provide for concentrations of commercial uses, including restaurants, and entertainment venues, within mixed-use buildings. The Hollywood Community Plan text is silent with regards to alcohol sales. In such cases, the City Planning Commission must interpret the intent of the Plan.

The proposed project, including the restaurant in conjunction with the sale and dispensing of a full line of alcohol for on-site consumption, is in substantial conformance with the purposes, intent and applicable provisions of the General Plan and the Hollywood Community Plan.

The mixed-used development will bring housing, investment and additional open space opportunities to the Hollywood area and will also contribute to the City's long-term goal of economic vitality as well as the revitalization of Hollywood, while accommodating a diversity of uses that support the needs of existing and future residents, business, and visitors. The project will be consistent with the goal of encouraging development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts. The project is located in a Transit Priority Area on Sunset Boulevard, a designated Avenue I and transit corridor in Hollywood within close proximity to two Metro Rail stations (at Hollywood & Western and at Hollywood & Vine) and bus lines. The project's location in a transit rich corridor and in close proximity to employment, retail, restaurants, and entertainment will promote the use of transit and pedestrian trips in lieu of vehicular trips. Prospective residential and commercial tenants will have increased opportunities to access alternate modes of transportation, which will contribute to the goal of reducing traffic congestion and improving air quality. The restaurant's location in a transit rich corridor and in close proximity to employment, retail,

and entertainment will promote the use of transit and pedestrian trips in lieu of vehicular trips. Prospective residential and commercial tenants will have increased opportunities to access alternate modes of transportation, which will contribute to the goal of reducing promoting sustainable neighborhoods.

The project includes approximately 3,700 square feet of ground floor restaurant space within a mixed-use building. Locating the restaurant on the ground floor will promote an active pedestrian environment and an improved quality of life for the residents of the building, the building's office workers, and those in the surrounding community as providing this additional use in the neighborhood will reduce the need to travel greater distances from the project site for restaurants with similar amenities.

In addition, the sale of alcoholic beverages is a normal expectation with most high-quality sit-down restaurants and would encourage the development of a new regional center that will provide a broad range of uses to benefit the local community and enhance the urban lifestyle in Hollywood. Providing a successful restaurant is important to the project's ability to provide a range of diverse uses that will serve the neighborhood. The sale of alcoholic beverages is a normal expectation with most high-quality sit-down restaurants, and without this feature the restaurant would not be able to compete with other similar businesses. By its mixed-use nature, the project will facilitate an urban lifestyle which includes travel by foot, bicycle and public transit to and from nearby commercial, retail, restaurant and entertainment venues. The project's restaurant use will reinforce the existing urban lifestyle in the Hollywood area by providing a new pedestrian-accessible destination for existing residents and businesses in the surrounding community, and add to the sustainability of the neighborhood by providing the restaurant, as an amenity, on a site with residential and commercial components. Residents and office workers of the project as well as those in the surrounding area will benefit from the additional use within walking distance as well as the improved pedestrian experience created by the ground floor restaurant space.

The project will promote economic well-being and public convenience by reducing reliance on the automobile by locating the restaurant within an established community and in close to public transit, alleviating traffic congestion; and providing prospective tenants and those in the surrounding community the opportunity to walk to a high-quality sit-down restaurant. In addition, the proposed restaurant use will be similar to the previous restaurant use which operated for approximately 30 years at the project site, and also served alcohol. Accordingly, the proposed restaurant use will provide a similar use to one that supported the needs of residents and businesses in the surrounding neighborhood for decades.

The request to serve and sell alcohol at the site will be consistent with these objectives and policies through the addition of a restaurant use that would attract a variety of consumers and tenants, actively promoting the area as a key economic center of the community. The proposed project's mix of uses will bring even more pedestrian activity to the area. Alcohol service incidental to food sales is a common amenity in many sit-down restaurants in the neighborhood. The availability of alcohol for on-site consumption provides another option for a wide range of activities on site and as an option for leisure to cultivate community activity and to create an enjoyable experience for area residents. Overall, the project supports bringing commercial activity to an area with large new residential developments, creates a pedestrian-friendly environment, and promotes the welfare and economic well-being of the local residents.

**d. The proposed use will not adversely affect the welfare of the pertinent community.**

Surrounding land uses are comprised of a mix of low- to medium-density residential, commercial, and office uses. The Sunset Boulevard corridor is characterized by a variety of residential developments, restaurants, and mid- to high-rise office, commercial and retail buildings. North of Sunset Boulevard, Gordon Street is characterized as a residential neighborhood consisting of single- and multi-family residential uses. Housing is predominately multi-family, with only a few single-family residential properties.

The proposed restaurant will be primarily a sit-down dining establishment, and with the inclusion of alcohol service will provide greater choices for residents and employees of the new community-serving retail, and residential uses on the project site and the surrounding community. The proposed restaurant use with on-site sale of a full line of alcohol will reduce the need to drive to other locations. The sale of alcoholic beverages is a normal expectation with most high-quality sit-down restaurants. The proposed use will also positively benefit the City through generation of additional sales tax revenue, business license and other fees, and by providing employment opportunities to area residents.

Diversity amongst uses is common in the immediate surrounding area, and while there are sensitive uses in proximity to the subject site, which include residential uses, schools and parks, the proposed restaurant serving alcoholic beverages will be part of a controlled and monitored development. The majority of alcoholic beverage sales occurs during dinner service, at which time students of adjacent schools will no longer be on campus, and parks will be closed. In addition, conditions have been imposed to integrate the use into the community as well as protect community members from adverse potential impacts, including the requirement to remove graffiti within 24 hours and provide a 24-hour hotline number, and giving the Director's designee the authority to require a Plan Approval should impacts should operational issues arise. Additional conditions may also be recommended for consideration by the California Department of Alcoholic Beverage Control that regulate the sale of alcoholic beverages to prevent adverse impacts to the neighborhood. Other entitlement conditions will require maintenance and ensure cleanliness of the project and its surroundings. Therefore, the granting of the request will not adversely impact the welfare of the pertinent community.

- e. **The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a 1,000-foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.**

According to the California State Department of Alcoholic Beverage Control (ABC) licensing criteria, three (3) on-site and two (2) off-site licenses are authorized for the subject Census Tract Number 1910.00. Per ABC's website, there are currently 35 on-site and five (5) off-site licenses that are active in the subject Census Tract Number 1910.00, and 21 off-site establishments are licensed for alcoholic beverages within 1,000 feet of the project site: The Bronson Bar at 5851 Sunset Boulevard, Tres Sheik at 5960 Sunset Boulevard, Delancy at 5936 Sunset Boulevard, La Vida Liquor at 6007 Sunset Boulevard, The Mission Cantina at 5946 Sunset Boulevard, Oligarc at 6095 ½ Sunset Boulevard, Roscoes Chicken & Waffles at 1514 North Gower Street, Lemon Fish at 6095 Sunset Boulevard, Nariya Thai at 6099 Sunset Boulevard, Denny's at 6100 Sunset Boulevard, Rite Aid at 6130 Sunset Boulevard, Palms Thai at 5900 Hollywood Boulevard, Korean

BBQ at 5911 Hollywood Boulevard, Florentine Gardens at 5951 Hollywood Boulevard, Liquor to Go Go at 5901 Hollywood Boulevard, Create at 6021 Hollywood Boulevard, Denny's at 5751 Sunset Boulevard, NeueHouse at 6121 Sunset Boulevard, Paley at 6115 Sunset Boulevard, #100, Rubies & Diamond at 6115 Sunset Boulevard, #150, and Sugarfish at 6115 Sunset Boulevard, #170.

Overconcentration can be undue when the addition of a license will negatively impact a neighborhood. Over concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. While the number of active licenses permitting the sale of alcoholic beverages exceeds the number allotted by the ABC for this Census Tract, one additional venue selling alcoholic beverages for on-site consumption in conjunction with a bonafide eating place is not anticipated to create an undue burden of premises dispensing alcoholic beverages, as the sale of alcoholic beverages is a normal expectation with most high-quality sit-down restaurants, will be incidental to the primary food operation, and not take on the characteristic of a tavern or bar. Furthermore, the proposed request will be similar to the previous restaurant use that had operated for approximately 30 years at the project site, and also served alcohol. During its time of operation there was no record of any spillover effect of an adverse nature on the residential communities as a result of the operation of restaurant use serving alcohol. In addition, the request for the on-site sale of a full line of alcohol will comply with State laws and the rules and regulations of the California Department of Alcoholic Beverage Control.

According to statistics provided by the Los Angeles Police Department's Hollywood Division Vice Unit, within Crime Reporting District No. 647, which has jurisdiction over the subject property, a total of 678 crimes were reported in 2017 (327 Part I and 351 Part II crimes), compared to the Citywide Average of 191 crimes and High Crime Reporting District Average of 229 crimes for the same reporting period. Alcohol-related Part II Crimes reported include Narcotics (51), Liquor Laws (9), Public Drunkenness (18), Disturbing the Peace (1), Disorderly Conduct (7), Gambling (2), DUI related (28). These numbers do not reflect the total number of arrests in the subject reporting district over the accountable year. Arrests for this calendar year may reflect crimes reported in previous years.

Although the site is located within a crime reporting district where the crime rate is higher than the area wide average, no evidence was submitted for the record by the LAPD or adjacent residents indicating or suggesting any link between the subject site and the neighborhood's crime rate. Further, there is no specifically established link between the above information and the property, since the statistics cover an entire district and do not pertain particularly to the subject site. In addition, the Los Angeles Police Department's Hollywood Area Profile Compstat report dated June 18, 2018 reported an 6.8% decrease in the total number of arrests for the period between May 20 and June 16, 2018 and a 3.3% decrease in arrests in this area compared to 2016. The statistics also indicated a 12.2% reduction in the violent crime rate in the area since 2016. Based on this data, despite the fact that the Census Tract documents 35 alcohol selling establishments, it does not appear to have resulted in higher crime or incidences of violence.

Last, a number of conditions to help safeguard the community and to provide for a reasonable operation, such as the security and maintenance provision, have been imposed as a part of the action related to the Conditional Use approval. Additionally, the proposed tenant space is part of a larger development, which will benefit from oversight of the building complex as a whole. In addition, conditions have been imposed to integrate the use into the community as well as protect community members from adverse potential impacts, including the requirement to remove graffiti within 24 hours and provide a complaint log, and giving the Director's designee the authority to require a Plan Approval

should impacts should operational issues arise. Additional conditions may also be recommended for consideration by the California Department of Alcoholic Beverage Control that regulate the sale of alcoholic beverages to prevent adverse impacts to the neighborhood. Thus, as conditioned, it is not anticipated that the sale of alcoholic beverages for consumption on the premises would not result in an undue concentration.

- f. The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.**

The following sensitive uses are located within 1,000 feet of the subject site:

- Residential Uses (23 single-family, 84 multifamily and 6 condominiums)
- Emerson College at 5960 Sunset Boulevard
- Gordon Street Park (closed)
- Carlton Way Park at 5927 Carlton Way
- Salvation Army at 5941 Hollywood Boulevard
- Le Conte Middle School at 1316 Bronson Avenue
- Helen Bernstein High School at 1309 N. Wilton Place
- Citizens of the World Charter School (K-5) at 1316 N. Bronson Avenue

While these sensitive uses are located in proximity to the project site, as conditioned, the project will provide adequate security measures to discourage loitering, theft, vandalism and other nuisances. For example, in addition, conditions have been imposed to integrate the use into the community as well as protect community members from adverse potential impacts, including the requirement to remove graffiti within 24 hours, maintenance of a complaint log, prohibiting loitering and after hours use, requiring a camera surveillance system and lighting for adequate security, Standardized Training for Alcohol Retailers, and giving the Director's designee the authority to require a Plan Approval should impacts should operational issues arise. Additional conditions may also be recommended for consideration by the California Department of Alcoholic Beverage Control that regulate the sale of alcoholic beverages to prevent adverse impacts to the neighborhood. It is also recommended that the sale of alcoholic beverages for on-site consumption is ancillary to the principal restaurant use and that the majority of sales occur during dinner service, outside of school hours.

Furthermore, the proposed use will not detrimentally affect nearby sensitive uses because the urban environment mostly contains commercial, and residential mixed-use buildings. While the sale of alcoholic beverages is important to the restaurant that will be located within the project, their sale and service will be incidental to primary operations and, as such, no detrimental effects should be expected from the proposed project.

The proposed restaurant with on-site alcohol sales will be located on the ground floor of the mixed-use development, within the project's commercial frontage on Sunset Boulevard, which is surrounded primarily by commercial uses along Sunset Boulevard and physically separated from the nearby residential uses and a proposed public park to the rear by a residential lobby and parking. The project's residential component will be located in a residential tower beginning on the project's fifth floor. There will be no direct access between the residential tower and the restaurant use, and residents will access the restaurant along Sunset Boulevard.

Last, the proposed restaurant use with on-site sale of a full line of alcohol will be similar to the previous use at the project site, which was a sit-down restaurant serving alcohol. The previous restaurant was located in the same area on the project site and had been operating for approximately 30 years. During its time of operation, there was no record of any spillover effect of an adverse nature on the residential communities as a result of the operation of restaurant use serving alcohol. Accordingly, the inclusion of on-site sale of a full-line of alcohol at the proposed restaurant will not result in detrimental impacts to nearby residentially zoned properties.

## **8. Density Bonus Findings**

Pursuant to Section 12.22 A.25(g) of the LAMC and Government Code 65915(d), the Commission shall approve a density bonus and requested incentive unless the Commission finds that:

- a. The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.**

The record does not contain substantial evidence that would allow the Commission to make a finding that the requested on-menu incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in 12.22 A.25 were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Commission will always arrive at the conclusion that the density bonus on-menu incentives will result in identifiable and actual cost reductions that provide for affordable housing costs because the incentives by their nature increase the scale of the project.

Pursuant to LAMC 12.22 A.25(f)(6), up to a 20 percent decrease from an open space requirement is permitted as an on-menu density bonus, provided that the landscaping for the project is sufficient to qualify for the number of landscape points equivalent to 10 percent more than otherwise required by Section 12.40 of the LAMC and Landscape Ordinance Guidelines "O". Based on the unit mix, the project is required to provide a total of 43,825 square feet of usable open space. In conjunction with this 20 percent reduction, the project would be required to provide 35,060 square feet of usable open space. The project proposes approximately 35,234 square feet of open space which includes a 18,962 square-foot public park, a 2,775 square-foot recreation room and 1,390 square-foot outdoor corner plaza on the ground floor; a 1,683 square-foot recreation room on mezzanine level; a 2,032 square-foot fitness room on the third level; and a 609 square-foot club room and 7,283 square-foot pool deck on fifth level; and 500 square feet via private balconies. In addition, the project has been conditioned to have landscaping that qualifies for 10 percent more in landscape points than otherwise required.

The requested on-menu incentive would result in building design or construction efficiencies that provide for affordable housing costs. The requested incentive allow the developer to expand the building envelope so the additional affordable units can be

constructed and the overall space dedicated to residential uses is increased. The incentive and waivers support the applicant's decision to set aside 15 dwelling units for Very Low Income households and 15 dwelling units for workforce housing for 55 years.

- b. The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

There is no substantial evidence in the record that the proposed incentive will have a specific adverse impact. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). As required by Section 12.22 A.25(e)(2), the proposed project meets the eligibility criterion required for density bonus projects. The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Therefore, there is no substantial evidence that the proposed incentive will have a specific adverse impact on public health and safety.

## **DENSITY BONUS LEGISLATION BACKGROUND**

The California State Legislature has declared that "[t]he availability of housing is of vital statewide importance," and has determined that state and local governments have a responsibility to "make adequate provision for the housing needs of all economic segments of the community." Section §65580, subds. (a), (d). Section 65915 further provides that an applicant must agree to, and the municipality must ensure, the "continued affordability of all Low and Very Low Income units that qualified the applicant" for the density bonus.

With Senate Bill 1818 (2004), state law created a requirement that local jurisdictions approve a density bonus and up to three "concessions or incentives" for projects that include defined levels of affordable housing in their projects. In response to this requirement, the City created an ordinance that includes a menu of incentives (referred to as "on-menu" incentives) comprised of eight zoning adjustments that meet the definition of concessions or incentives in state law (California Government Code Section 65915). The eight on-menu incentives allow for: 1) reducing setbacks; 2) reducing lot coverage; 3) reducing lot width, 4) increasing floor area ratio (FAR); 5) increasing height; 6) reducing required open space; 7) allowing for an alternative density calculation that includes streets/alley dedications; and 8) allowing for "averaging" of FAR, density, parking or open space. In order to grant approval of an on-menu incentive, the City utilizes the same findings contained in state law for the approval of incentives or concessions.

California State Assembly Bill 2222 went into effect January 1, 2015, and with that Density Bonus projects filed as of that date must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control (including Rent Stabilization Ordinance); or is occupied by Low or Very Low Income households (i.e., income levels less than 80 percent of the area median income



[AMI]). The replacement units must be equivalent in size, type, or both and be made available at affordable rent/cost to, and occupied by, households of the same or lower income category as those meeting the occupancy criteria. Prior to the issuance of any Director's Determination for Density Bonus and Affordable Housing Incentives, the Housing and Community Investment Department (HCIDLA) is responsible for providing the Department of City Planning, along with the applicant, a determination letter addressing replacement unit requirements for individual projects. The City also requires a Land Use Covenant recognizing the conditions be filed with the County of Los Angeles prior to granting a building permit on the project.

Assembly Bill 2222 also increases covenant restrictions from 30 to 55 years for projects approved after January 1, 2015. This determination letter reflects these 55 year covenant restrictions.

Under Government Code Section § 65915(a), § 65915(d)(2)(C) and § 65915(d)(3) the City of Los Angeles complies with the State Density Bonus law by adopting density bonus regulations and procedures as codified in Section 12.22 A.25 of the Los Angeles Municipal Code. Section 12.22 A.25 creates a procedure to waive or modify Zoning Code standards which may prevent, preclude or interfere with the effect of the density bonus by which the incentive or concession is granted, including legislative body review. The Ordinance must apply equally to all new residential development.

In exchange for setting aside a defined number of affordable dwelling units within a development, applicants may request up to three incentives in addition to the density bonus and parking relief which are permitted by right. The incentives are deviations from the City's development standards, thus providing greater relief from regulatory constraints. Utilization of the Density Bonus/Affordable Housing Incentives Program supersedes requirements of the Los Angeles Municipal Code and underlying ordinances relative to density, number of units, parking, and other requirements relative to incentives, if requested.

For the purpose of clarifying the Covenant Subordination Agreement between the City of Los Angeles and the United States Department of Housing and Urban Development (HUD) note that the covenant required in the Conditions of Approval herein shall prevail unless preempted by State or Federal law.

#### **FINANCIAL ANALYSIS/PRO-FORMA**

Pursuant to the Affordable Housing Incentive Density Bonus provisions of the LAMC (Section 12.22 A.25), proposed projects that involve on-menu incentives are required to complete the Department's Master Land Use Permit Application form, and no supplemental financial data is required. The City typically has the discretion to request additional information when it is needed to help make required findings. However, the City has determined that the level of detail provided in a pro forma is not necessary to make the findings for on-menu incentives. This is primarily because each of the City's eight on-menu incentives provides additional buildable area, which, if requested by a developer, can be assumed to provide additional project income and therefore provide for affordable housing costs. When the menu of incentives was adopted by ordinance, the impacts of each were assessed in proportion to the benefits gained with a set-aside of affordable housing units. Therefore, a pro-forma illustrating construction costs and operating income and expenses is not a submittal requirement when filing a request for on-menu incentives.

#### **9. Site Plan Review Findings**

In order for the Site Plan Review to be granted, all three of the legally mandated findings delineated in LAMC Section 16.05 F must be made in the affirmative.

- 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.**

As discussed in Finding No. 2, the recommended project would be consistent with the purposes, intent and provisions of the General Plan and Hollywood Community Plan. The project proposes the development of 299 residential apartment units; approximately 46,110 square feet of commercial space comprised of 38,440 square feet of office space; approximately 3,700 square feet of ground floor restaurant space; and approximately 3,970 square feet of ground floor community serving retail space (including up to a 1,475 square-foot coffee shop); and an approximately 18,962 square-foot public park on the north side of the project site along Gordon Street. Of the proposed 299 units, 15 units will be set aside for Very Low Income households, and 15 units for workforce housing. As such, the project is in substantial conformance with the General Plan and Community Plan. While the project site is located within the Hollywood Signage Supplemental Use District (SUD), no signs are proposed at this time.

- 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 in neighboring properties.**

The arrangement of the proposed development is consistent and compatible with existing and future development in neighboring properties as follows: with a density-rich development center with housing, entertainment and job opportunities in close proximity to each other in an area well-served by public transportation, including the Metro Red Line.

#### Height

At 22-stories and approximately 250-feet tall, the project is compatible with a number of high-rise developments existing and proposed in the area surrounding the project site. Directly across Sunset Boulevard from the project site is the 10-story Emerson College mixed-use technical school and student housing measuring approximately 130 feet in height. At Sunset Boulevard and Van Ness Avenue is the 12-story Hollywood Metropolitan Hotel. High-rise office buildings are located only a few blocks to the west along Sunset Boulevard. At the northwest corner of Sunset and Gower, the Columbia Square project is a 30-story building with approximately 295 feet in building height and approximately 315 feet in projection height. Directly to the east of the project site, a 15-story, 230-foot high mixed-use commercial office and retail building was approved by the City Council in August 2016. The height of the project is therefore compatible with a number of high-rise developments existing and proposed in the area surrounding the project site.

#### Bulk & Mass

The proposed development has three main components: residential tower, parking podium (with retail, restaurant and office space) and a public park. The largest massing of the building will be the 22-story residential tower (18 stories of residential dwelling units over a 4-level podium base), which will be located along Sunset Boulevard with a total height of approximately 250 feet. The massing of the project steps down towards the more residential, lower-intensity uses to the north along Gordon Street. The uses to the north are further buffered by the proposed public park located north of the structure on Gordon Street. With the project's proposed "D" limitation, FAR will be limited across the project site to 4.5:1 and 250 feet. This density is lower than the 6:1 FAR otherwise permitted in Height District 2 and is consistent with Footnote 9 of the Hollywood Community Plan General Plan Land Use Map, which corresponds with the Regional Center Commercial

land use designation. The proposed “D” limitation will further limit residential density to 299 dwelling units. These proposed density limits allow the project to be developed as a vibrant, mixed-use development with a diversity of uses that has a complementary size and scale to both approved and planned development projects in the Hollywood area, while also providing for appropriate transitions and buffers to the neighboring properties.

### Setbacks

Pursuant to LAMC Section 12.14 C.(2)(ii), no setbacks are required for commercial uses, and side and rear yard setbacks for residential uses shall conform with the R4 Zone. Pursuant to LAMC Section 12.22 A.18(c), no yard requirements shall apply to the residential portions of buildings located on lots in the C2 Zone if such are used exclusively for residential uses, abut a street, and the first floor of such buildings at ground level is used for commercial uses or for access to the residential portions of such buildings. Therefore, the only portion of the project subject to yard requirements are the northerly and easterly portions of the residential tower.

The R4 Zone requires minimum side yard setbacks of 5 feet, plus one-foot for each story over the second, not to exceed 16 feet; and a minimum rear yard setback of 15 feet, plus 1-foot for every story over the third, not to exceed 20 feet. The project proposes a 20-foot easterly side yard setback, and a 150-foot northerly rear yard setback, where the public park will serve as a buffer between the structure and adjacent residential uses to the north, in order to create a more desirable living environment for the residential occupants by increasing natural light and ventilation. While none is required, the project also proposes a 150-foot rear yard setback for the commercial uses.

### Parking

The project would provide approximately 508 parking spaces within three levels of subterranean parking and three levels of above-grade parking. Vehicular access to the parking structure will be from a driveway on Gordon Street, north of Sunset Boulevard. As proposed and conditioned, the project includes immediate installation of Electric Vehicle (EV) charging stations for 5 percent of the total proposed parking spaces, and wiring for future installation of EV charging stations for 20 percent of the total proposed parking spaces.

In addition to vehicular parking, the project will provide 401 bicycle parking spaces on-site. All long-term bicycle parking spaces will be secured and comply with the Bicycle Parking Ordinance (Ord. No. 182,386). Short-term bicycle parking spaces will be located outside the building on the Sunset Boulevard frontage and within the ground level of the building and parking garage with direct access to the street.

Lastly, as previously mentioned, the project’s parking facilities are set back approximately 150 feet from neighboring properties to the north, and buffered from these properties by the proposed public park that is located within the setback area. By providing all required parking on the project site in a location that is buffered from existing residences, the project will be compatible with existing and future development on adjacent and neighboring properties.

### Lighting

Lighting would be provided to illuminate on-site facilities in order to provide sufficient lighting for circulation and security, while minimizing impacts on adjacent properties. Lighting for the public park, which is illuminated 24-hours a day for safety and security, has been designed to shield any spill-over into surrounding properties. Similarly, all lighting for on-site parking facilities will be fully contained within enclosed buildings so as not to disturb neighboring properties. Where appropriate, light stanchions may be used to illuminate on-site facilities, but such lighting will be shielded from adjacent and neighboring properties. In addition, the commercial lighting will be focused on Sunset Boulevard in order to activate the street at all hours of the day, and enhance the pedestrian environment.

### Landscaping

The project is providing approximately 35,234 square feet of open space, which includes an approximately 18,962 square-foot public park that will promote pedestrian activity. The park will include amenities such as benches, tables, a bocce ball court, dog run, trash receptacles, as well as a variety of planters and trees. The project will provide approximately 15,664 square feet of planted open space area, exceeding the 5,479 square feet that is required as per LAMC Section 12.21 G.2.(a)(3). In addition, the project's landscaping will include approximately 81 trees, with approximately 50 trees located on the ground level and approximately 31 trees located on Level 5 and mature green screens for the parking podium facade. Furthermore, as conditioned, the project shall provide minimum depth of tree wells and soil volume to ensure proper maintenance and maturity of the proposed landscaping.

Well maintained open space, especially in the middle of highly urban areas, contributes positively to a neighborhood and community, and further promotes pedestrian activity. The proposed streetscape and landscape design balances the spatial needs of the right-of-way, enhances the urban environment, and encourages and supports pedestrian activity.

### Trash Collection

Each residential floor will be equipped with a bifurcated trash chute (one each for garbage and recycling) that empties directly into a centralized trash room on the ground floor. To maximize on-site trash capacity, the residential trash room will reserve space for a hydraulic trash compactor. The residential trash room is adjacent to a commercial trash room for all refuse originated by the retail/restaurant uses and the creative office space. The commercial trash room has sufficient space to store seven 95-gallon trash containers, and one three-yard dumpster. The project will contract with a private trash hauler who will remove the waste from the building via a dedicated trash vestibule on the ground floor. In addition, as conditioned, all trash collecting and storage areas shall be located on-site and not visible from the public right-of-way. Thus, the proposed project will have adequate capacity to handle all trash collection on site, and proposed trash facilities will be compatible with existing and future development, and will not impact adjacent and neighboring properties.

### Signage

No signage is proposed at this time. However, as conditioned, any future signage shall be in compliance with the Hollywood Signage Supplemental Use District (SUD).

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

**c. That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.**

In total, the project proposes approximately 35,234 square feet of open space, which includes an approximately 18,962 square-foot public park, an approximately 7,283 square-foot pool and pool deck on the top of the parking podium adjacent to the residential tower, an approximately 2,775 square-foot recreation room on the ground floor, an approximately 1,683 square-foot recreation room located on a mezzanine level accessed from the ground floor recreation room, an approximately 2,032 square-foot fitness room on Level 3, and an approximately 609 square-foot club room on Level 5. An additional common open space area is an outdoor plaza on the south east corner of the project. The project also includes private balcony areas for 59 residential units.

The public park on Gordon Street will serve residents of the project as well as members of the surrounding community, which is characterized by older apartment buildings with limited open space and public parks in the immediate vicinity. As conditioned, the applicant will be responsible for the active operation and maintenance of the park in accordance with the Department of Recreation and Park's public health and safety standards.

Therefore, the proposed project will provide its residents, and the public, with appropriately located recreational facilities and service amenities to improve habitability for the residents and minimize impacts on neighboring properties.

## **CEQA FINDING**

### **I. Introduction**

The Supplemental Environmental Impact Report ("Supplemental EIR"), consisting of the Draft Supplemental EIR and Final Supplemental EIR, was prepared in accordance with the California Environmental Quality Act ("CEQA"), and the City of Los Angeles L.A. CEQA Thresholds Guide (2006) (ENV-2015-1923-EIR, State Clearinghouse Number: 2006111135). The Supplemental EIR is an informational document for public agency decision-makers and the general public regarding the objectives and components of the project. The project site is located at the northeast corner of the intersection of Sunset Boulevard and Gordon Street in the Hollywood Community Plan area in the City of Los Angeles. The project addresses include 5929-5945 W. Sunset Boulevard / 1512 – 1540 N. Gordon Street. The project site is currently improved with a vacant 22-story, approximately 250-foot high mixed use building of approximately 319,562 square feet of floor area, and a closed approximately 18,962 square-foot public park.

On October 18, 2007, the Community Redevelopment Agency of the City of Los Angeles ("CRA"), acting as the lead agency, certified the Environmental Impact Report ("Certified EIR") and adopted findings and a statement of overriding considerations for the Sunset and Gordon Mixed-Use Project ("CRA Approved Project"). The Certified EIR analyzed the demolition of existing uses on the project site and the development of an approximately 324,432 square-foot mixed use project including: 311 multi-family residences, approximately 53,500 square feet of commercial space consisting of 40,000 square feet of creative office space and 13,500 square feet of retail floor area (including 8,500 square feet of restaurant uses), approximately 508 parking spaces, a 21,177 square-foot public park on the north side of the project site along Gordon Street, and two

supergraphic signs. The CRA Approved Project included a 23-story structure (260 feet high above grade) with an 18-floor residential tower above a five-level above-grade podium structure with three to four levels of subterranean parking.

5929 Sunset (Hollywood), LLC (the “Applicant”) proposes to modify the CRA Approved Project to allow for the development of a 299 residential apartment units, including 269 market rate units and 15 affordable housing units at the “Very Low” income level (5 percent of total units), approximately 46,110 square feet of commercial space comprised of approximately 38,440 square feet of office space, approximately 3,700 square feet of ground floor restaurant space and approximately 3,970 square feet of ground floor community serving retail space (including up to a 1,475 square foot coffee shop), an approximately 18,962 square-foot public park, and one supergraphic sign (the “Modified Project”). In total, the Modified Project will contain approximately 324,693 square feet of floor area.

## II. Environmental Documentation Background

Serving as Lead Agency, the Los Angeles Department of City Planning (“Planning Department”) reviewed the Initial Study prepared for the Modified Project and determined that the project required a supplemental EIR. CEQA (California Public Resources Code §21000 *et seq.*) requires lead agencies to prepare supplemental EIRs when one or more of the following events occur: “(a) [s]ubstantial changes are proposed in the project which will require major revisions of the environmental impact report. (b) [s]ubstantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report. (c) [n]ew information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available” (CEQA § 21166.) Likewise, the CEQA Guidelines (California Code of Regulations (CCR) § 15000 *et seq.*) provide that a lead agency may prepare a supplemental EIR if “[o]nly minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.” (CEQA Guidelines, § 15163(a)(2).) Here, the Lead Agency determined that a supplemental EIR is warranted because only minor additions or changes to the CRA Approved Project are necessary to make the Certified EIR adequately apply to the Modified Project.

In compliance with CEQA Section 21080.4 and Section 15082 of the CEQA Guidelines, a Notice of Preparation (“NOP”) was prepared by the Planning Department and distributed for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on October 15, 2015. The NOP was circulated for a 30-day review period starting on October 15, 2015 and ending on November 16, 2015. The purpose of the NOP was to formally inform the public that the City was preparing a Draft Supplemental EIR for the Modified Project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft Supplemental EIR. The Initial Study attached to the NOP identified those environmental topics for which the proposed Modified Project could have adverse environmental effects and concluded that a supplemental EIR would need to be prepared to document these effects. A copy of the NOP and Initial Study and the NOP comment letters are included in Appendix A and B of the Draft Supplemental EIR and Appendix B of the Final Supplemental EIR. The City held a public scoping meeting on October 29, 2015, to present the proposed Modified Project and to solicit input from interested individuals regarding environmental issues that should be addressed in the Draft Supplemental EIR.

The Draft Supplemental EIR, including analyses of environmental issues raised during the public scoping process, was submitted to the State Clearinghouse, Office of Planning and Research, and circulated for a 46-day public review from August 24, 2017 to October 9, 2017. The Draft Supplemental EIR evaluated in detail the potential environmental effects of the proposed Modified Project. It also analyzed the effects of a reasonable range of alternatives including potential effects of a “No Project” alternative. Following the close of the public review period, written

responses were prepared to the comments received on the Draft Supplemental EIR. The comments on the Draft Supplemental EIR and the responses to those comments are included within the Final Supplemental EIR.

The City released a Final Supplemental EIR for the Modified Project on May 25, 2018, which is hereby incorporated by reference in full. The Final Supplemental EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding objectives and components of the Modified Project. The Final Supplemental EIR addresses the environmental effects associated with implementation of the Modified 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 Supplemental EIR during the public review period. Responses were sent to all public agencies that made comments on the Draft Supplemental EIR at least 10 days prior to certification of the Final Supplemental EIR pursuant to CEQA Guidelines Section 15088(b). In addition, all individuals that commented on the Draft Supplemental EIR also received a copy of the Final Supplemental EIR. The Final Supplemental EIR was also made available for review on the Planning Department website. Copies of the Final Supplemental EIR were also made available at three libraries and the Planning Department. Notices regarding availability of the Final Supplemental EIR and the Notice of Public Hearing were sent to those within a 500-foot radius of the project site, as well as individuals who commented on the Draft Supplemental EIR, attended the NOP scoping meeting, or provided comments during the NOP comment period.

A duly noticed joint public hearing for the Modified Project was held by the Deputy Advisory Agency (DAA) and Hearing Officer on behalf of the City Planning Commission on June 20, 2018.

At the duly noticed joint public hearing, the DAA approved the No Automated Steel Parking Structure Alternative, which is identified as the Environmentally Superior Alternative in the Supplemental EIR. The No Automated Steel Parking Structure Alternative requires the adoption of an ordinance to reduce the clear space required at structural elements in the Modified Project's parking structure and to allow up to 66 percent of the Modified Project's parking stalls to be compact parking stalls.

The documents and other materials that constitute the record of proceedings on which the City's CEQA findings are based are located at the Planning Department, 200 North Main Street, Room 621, 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 CEQA and Section 15091 of the CEQA Guidelines require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more of three possible findings for each of the significant impacts. The possible findings are:

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

mitigation measures or project alternatives identified in the final EIR.” (CEQA Guidelines, § 15091, subd. (a)(3))

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

Description of Significant Effects – A specific description of the environmental effects identified in the Supplemental EIR, including a judgment regarding the significance of the impact.

Project Design Features – Identified project design features or actions that are included as part of the proposed Modified Project (numbering of the Project Design Features corresponds to the Mitigation Monitoring Program, which is included as Section IV of the Final Supplemental EIR).

Mitigation Measures – Identified Mitigation Measures or actions that are required as part of the Modified Project (numbering of the Mitigation Measures corresponds to the Mitigation Monitoring Program, which is included as Section IV of the Final Supplemental EIR).

Finding – One or more of three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091.

Rationale for Finding – A summary of the reasons for the finding(s).

Reference – A notation on the specific section in the Supplemental EIR, which includes the evidence and discussion of the identified impact.

#### **IV. Description of the Proposed Modified Project**

##### **A. Project Overview**

On October 18, 2007, the CRA certified the Certified EIR and adopted findings and a statement of overriding considerations for the Sunset and Gordon Mixed-Use Project. The Certified EIR analyzed the demolition of existing uses on the project site and the development of an approximately 324,432 square-foot mixed use project including: 311 multi-family residences, approximately 53,500 square feet of commercial space consisting of 40,000 square feet of creative office space and 13,500 square feet of retail floor area (including 8,500 square feet of restaurant uses), approximately 508 parking spaces, a 21,177 square-foot public park on the north side of the project site along Gordon Street, and two supergraphic signs. The project analyzed in the Certified EIR included a 23-story structure (260 feet high above grade) with an 18-floor residential tower above a five-level above-grade podium structure with three to four levels of subterranean parking.

The Certified EIR explained that the applicant was exploring options to retain and restore the exterior façade and various interior treatments of the Old Spaghetti Factory building at 5939 Sunset Boulevard Building (“OSF Building”) to memorialize the social significance of the building as it relates to the development of the Hollywood area. The Certified EIR further explained the proposal as a partial structural treatment plan to retain and incorporate a portion of the OSF Building as a prominent design element at the corner of Sunset Boulevard and Gordon Street.



The Certified EIR explained that since none of the buildings located on the project site were deemed historically or culturally significant, demolition and/or remodel of these structures would not significantly impact any historic or cultural resource.

On October 18, 2007, the CRA adopted Resolution No. 7094 that certified that the Final EIR was completed in compliance with CEQA and the CEQA Guidelines, that the information contained in the Final EIR and the Erratum to the Final EIR had been reviewed and considered by the Commissioners of the CRA prior to considering the proposed project, and that the Final EIR and the Erratum to the Final EIR reflected the independent judgment and analysis of the CRA. On December 14, 2007, the CRA subsequently adopted Resolution No. 7095 approving CEQA findings for the approval of the project, a statement of overriding considerations, and a mitigation monitoring and reporting program. The CRA's actions were subsequently approved by the Los Angeles City Council. The project as analyzed in the Certified EIR is referred to as the "CRA Approved Project."

The Applicant proposes to modify the CRA Approved Project to allow for the development of the Modified Project which would contain 299 residential apartment units, including 269 market rate units and 15 affordable housing units at the "Very Low" income level (5 percent of total units), approximately 46,110 square feet of commercial space comprised of approximately 38,440 square feet of office space, approximately 3,700 square feet of ground floor restaurant space and approximately 3,970 square feet of ground floor community serving retail space (including up to a 1,475 square-foot coffee shop), an approximately 18,962 square-foot public park, and one supergraphic sign. In total, the Modified Project will contain approximately 324,693 square feet of floor area.

The Modified Project will include a 22-story structure consisting of an 18-floor residential tower above a four-level above-grade podium structure. The Modified Project's podium structure will have three levels below grade and three levels above-grade parking and a new automated steel parking structure that is proposed to be located above the parking area on Level L3 (within the approximate height of Level L4 of the rest of the podium structure), which would include two floors of automated parking. The Modified Project will provide 353 residential parking spaces and 75 commercial parking spaces (for a total of 428 parking spaces). As an alternative related to parking, the Applicant may seek approval of an ordinance to reduce the clear space required at structural elements in the Modified Project's parking structure and to allow up to 66 percent of the Modified Project's parking stalls to be compact parking stalls to increase the available on-site parking supply to benefit the surrounding community in this area of Hollywood. Under this alternative, the Modified Project would provide approximately 508 parking spaces within the Modified Project's parking structure, which would have three levels below grade, three levels above-grade parking, and the new automated steel parking structure.

As compared to the CRA Approved Project, instead of possibly retaining and incorporating a portion of the OSF Building, the Modified Project would demolish the OSF Building and incorporate a replica of its façade in approximately the same position and dimensions of the demolished building. The replica of the façade would recreate the design elements of the OSF Building within the original footprint of the OSF Building, which includes two symmetrical wings embracing a wide centrally located opening supported by six massive Tuscan columns, as well as the façade's overall Spanish Colonial Revival style. Externally, the replica of the OSF Building façade would have the same height, size, and color as the OSF Building. The interior of the replica of the OSF Building façade would incorporate many of the same elements (height, size, and color). The interior space would also incorporate four of the building's original wood trusses and the fireplace mantle. Additionally, the windows and doors of the replica of the OSF Building would be designed to resemble the style of the OSF Building. The Modified Project's replica of the building façade is consistent with the Certified EIR's description of the option to not retain and/or

restore the building façade, but instead to memorialize the social significance of this building as it relates to the development of the Hollywood area.

## **B. Project Location and Surrounding Uses**

The project site is located at the northeast corner of the intersection of Sunset Boulevard and Gordon Street in the Hollywood Redevelopment Project and the Hollywood Community Plan Area in the City of Los Angeles. The project site is bounded by multi-family residential land uses to the north, Gordon Street to the west, Sunset Boulevard to the south, surface parking and multi-family residential land uses to the east. On a regional level, the project site is located approximately 0.25 miles west of the Hollywood Freeway (US-101), 3.8 miles south of the 134 Freeway, 4.5 miles northwest of the Harbor Freeway (SR 110), and 4.25 miles north of the Santa Monica Freeway (I-10). Locally, the project site is accessible via Sunset Boulevard and Gordon Street

The project site encompasses approximately 1.65 acres (72,154 sf) of total surface area and includes Lots 12, 13, 14, 15, and 16 of the Bagnoli Tract No. 2 (Assessor Parcel No. (APN) 5545-009-035), the west 50 feet of Lot 6 of the Paul and Angel Reyes Subdivision (APN 5545-009-031), and Lots 17, 18, and 19 of the Bagnoli Tract No. 2 (APNs 5545-009-005, 5545-009-006, 5545-009-007).

Multiple public transportation opportunities are provided in the vicinity of the project site. Public transportation in the surrounding area is provided by Metropolitan Transit Authority (Metro) and the City of Los Angeles Department of Transportation Dash service (DASH), subway Metro Rail, and Metro Express.

## **C. Project Background**

On October 18, 2007, the CRA, acting as the lead agency under CEQA, certified the EIR for the CRA Approved Project and adopted findings and a statement of overriding considerations. In September 2008 the City of Los Angeles approved the land use entitlements for the Sunset and Gordon Mixed-Use Project. As part of the approvals, the Los Angeles City Council, acting as the responsible agency under CEQA, considered the information contained in the Certified EIR pursuant to CEQA Guidelines section 15096 and adopted findings and a statement of overriding considerations in accordance with CEQA section 21081. Due to litigation challenging the City's entitlements, and a downturn in the national economy, the project was not immediately constructed. The original owner/developer went into bankruptcy and the property was taken over by a receiver. In August of 2011, the Applicant purchased the property from the receiver. The Applicant then undertook steps to move forward with development within the scope of the City's September 2008 approvals.

Since 2008, there have been ongoing lawsuits and appeals challenging the City's approvals. On March 20, 2009, the Los Angeles County Superior Court denied a petition for writ of mandate seeking to invalidate the City's approvals (*La Mirada Avenue Neighborhood Association of Hollywood v. City of Los Angeles*, BS 116355, Statement of Decision, pp. 2, 6). This decision was appealed and on September 22, 2010, the Court of Appeal of the State of California, Second Appellate District, upheld the Los Angeles County Superior Court's decision (*La Mirada Avenue Neighborhood Association of Hollywood v. City of Los Angeles*, B217060, Statement of Decision, p. 12). Since the City's September 2008 approvals were upheld, the Applicant was able to move forward with construction.

Between January and July 2012, the Los Angeles Department of Building and Safety issued demolition and building permits for construction including permits authorizing the demolition of the OSF Building and the construction of a replica of the OSF Building façade in approximately

the same position and dimensions of the demolished building. Construction commenced in July 2012 and was substantially completed in September 2014.

After the City's issuance of the demolition and building permits, the demolition and building permits were challenged through the City's administrative appeal process and in court. In October 2014, the Los Angeles County Superior Court issued a final order that any permit issued in violation of Ordinance No. 180,094, establishing the project's (Q) Conditions and "D" Development Conditions, and Los Angeles Municipal Code ("LAMC") Section 12.29 is void under LAMC Section 11.02. (*La Mirada Avenue Neighborhood Association of Hollywood v. City of Los Angeles*, BS 137262, Final Order, p. 17.) With respect to the OSF Building, the Los Angeles County Superior Court stated that "the City violated the conditions of approval by issuing a demolition permit for the entire OSF building." (*Id.* p. 18.) On September 9, 2015, the Court of Appeal of the State of California, Second Appellate District upheld the Los Angeles County Superior Court order. (*La Mirada Avenue Neighborhood Association of Hollywood v. City of Los Angeles*, B259672.) As a result of the Court's order, the Applicant seeks to re-entitle the completed building and public park so that all necessary permits can be considered for issuance by the City. To re-entitle this development, the Applicant is proposing certain modifications to the CRA Approved Project to allow for the development of the Modified Project, which would include the demolition of the OSF Building and construction of a replica of the OSF Building façade in approximately the same position and dimensions of the demolished building.

#### D. Existing Land Use and Zoning Designations

The project site is located within the Hollywood Community planning area. Prior to the City's September 2008 land use entitlements, the project site was located in two land use designations pursuant to the 1988 Hollywood Community Plan and two zoning designations. These consisted of a Highway Oriented Commercial land use designation and C4-1-SN zoning designation for all properties fronting on Sunset Boulevard, and a High Medium Density Residential land use designation and [Q]R4-1VL zoning designation for all properties fronting along Gordon Street.

The City's September 2008 land use entitlements resulted in new land use and zoning designations on the project site. The project site's current land use and zoning designations are: (1) Regional Center Commercial and (T)(Q)C2-2D-SN for all properties fronting on Sunset Boulevard and two parcels fronting Gordon Street; and (2) High Medium Density Residential and (T)(Q)R4-1VL for the remaining properties fronting along Gordon Street.

#### E. Current Site Conditions

The project site is currently improved with a vacant 22-story, approximately 250-foot high mixed use building of approximately 319,562 square feet of floor area, and a closed approximately 18,962 square-foot public park. The building and public park are closed in compliance with an Order to Vacate issued by the Los Angeles Department of Building and Safety on March 19, 2015. The building is comprised of an 18-floor residential tower above a four-level above-grade podium structure with three levels of subterranean parking and three levels of above-grade parking.

Prior to construction of the building and public park, the project site was developed with an approximately 15,252 square-foot existing restaurant use, its associated surface parking lots, and three parcels north of the parking lot were developed with multi-family residential uses containing nine residential units. All of those previously existing uses were demolished starting in 2012.

#### F. Project Objectives

Section 15124(b) of the CEQA Guidelines states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the CEQA

Guidelines further states that “the statement of objectives should include the underlying purpose of the project.” The underlying purpose of the proposed Modified Project is to meet the demand for mid- to high-rise residential living and provide neighborhood-serving retail uses and additional office space in the Hollywood area of the City of Los Angeles.

To further this underlying purpose the following basic project objectives of the Modified Project are:

1. To contribute to the revitalization of the Hollywood Community Plan area by providing an example of “smart-growth” infill development consisting of a mixed-use residential building with office and neighborhood serving retail land uses which is consistent with the surrounding Sunset Boulevard corridor;
2. To provide housing in order to contribute to housing needs based on the current and projected housing demand in the City of Los Angeles;
3. To promote affordable housing by including 5 percent affordable housing units at the “Very Low” income level;
4. To provide a publicly accessible park in a manner that will provide a safe, attractive and well maintained open space environment; and
5. To provide a viable project that promotes the City’s economic well-being by significantly increasing property and sales tax revenues.

The following Modified Project additional objectives have also been identified:

1. To provide on-site parking in a manner that is consistent with City requirements;
2. To provide opportunities for retail and office space in a manner that is complimentary to the existing character of the adjoining residential neighborhood;
3. To promote a safe pedestrian-oriented environment by providing extensive streetscape amenities and active retail storefronts along Sunset Boulevard;
4. To create a development with a high-quality urban design;
5. To enhance the visual appearance and appeal of the neighborhood by providing perimeter and interior landscaping;
6. To eliminate and prevent the spread of blight and deterioration by providing housing, retail and restaurant uses, and open space within a City-designated Redevelopment Area;
7. To orient housing and retail toward the street to make for a safer neighborhood (“eyes on the street”);
8. To support traffic reduction transportation policies by providing high-density multi-family housing and jobs in a designated Transit Priority Area in close proximity to mass transit;
9. To promote a balanced community by providing a mix of land uses including commercial, residential, office and public open space; and

10. To encourage the use of alternative modes of transit including bus, subway, walking, and bicycles by enhancing pedestrian connections and providing bicycle storage facilities on site.

**V. Environmental Impacts found in the Initial Study not TO BE significant**

Section 15128 of the CEQA Guidelines states that an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the EIR. City Planning prepared and distributed an Initial Study for the Modified Project on October 15, 2015, included in Appendix A of the Draft Supplemental EIR. The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons that each environmental area is or is not analyzed further in the Draft Supplemental EIR. Therefore, these issue areas were not examined in detail in the Supplemental EIR. The rationale for the conclusion that no significant impact would occur in each of these issue areas is summarized below, and based on that rationale, and other evidence in the administrative record relating to the Modified Project, the City finds and determines that the following environmental impact categories will not result in any significant impacts. Further, the City finds and determines that the No Automated Steel Parking Structure Alternative would also not result in any significant impacts in these issue areas.

**A. Agricultural Resources**

Based upon CRA's (the Lead Agency for the CRA Approved Project) Initial Study Checklist for the CRA Approved Project, CRA determined that there was no substantial evidence the CRA Approved Project would cause significant environmental effects to agricultural resources and no further environmental review was necessary.

Like the CRA Approved Project, the Modified Project is located in a developed, urban area and would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. The project site is currently developed with commercial and residential uses and does not contain any agricultural uses. Additionally, the project site and immediately surrounding areas are zoned for commercial and multi-family residential use, and is not delineated or designated for use as agricultural land pursuant to the maps prepared for the Farmland Mapping and Monitoring Program. Therefore, consistent with the analysis in the Certified EIR for the CRA Approved Project, the development of the Modified Project would not convert any farmland to a non-agricultural use, and no impact would occur. Therefore, the proposed Modified Project would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to agricultural resources.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would not result in any significant impacts to agricultural resources and would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to agricultural resources.

**B. Biological Resources**

Based upon CRA's Initial Study Checklist for the CRA Approved Project, CRA determined that there was no substantial evidence the CRA Approved Project would cause significant environmental effects to biological resources and no further environmental review was necessary.

As discussed in the Certified EIR, the project site is located within an urban area and is fully developed. The project site is not expected to contain any species identified as candidate, sensitive, or special status by local or regional plans, policies, or regulation, or by the California

Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS). The project site does not contain any riparian habitat, wetlands or other sensitive natural community and is not within an area designated by an adopted habitat conservation plan, natural community conservation plan, or other approved habitat conservation plan. Furthermore, the existing vegetation on the project site is ornamental. The Certified EIR stated the CRA Approved Project must follow the Migratory Bird Treaty Act (MBTA) (16 USC 703) during development. The Certified EIR for the CRA Approved Project concluded no impact to biological resources would occur and no further analysis was required.

The Modified Project proposes some modifications to the CRA Approved Project but would be located on the same developed, urban infill project site, and therefore potential impacts associated with biological resources would be the same as the CRA Approved Project. Consistent with the CRA Approved Project, development of the Modified Project would be required to comply with the MBTA, and no impact to migratory birds would occur. Therefore, consistent with the analysis in the Certified EIR for the CRA Approved Project, development of the Modified Project would result in no impact to biological resources. Therefore, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to biological resources.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would result in no impact to biological resources and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to biological resources.

### **C. Hazards and Hazardous Materials**

#### **1. Routine Transport, Use or Disposal of Hazardous Materials**

##### **a. Description**

The Certified EIR concluded the construction of the CRA Approved Project had the potential to result in significant impacts associated with the routine transport, use or disposal of hazardous materials. However, the Certified EIR stated the CRA Approved Project would implement Certified EIR Mitigation Measures MM IV.D-1 and MM IV.D-2, which ensure that all asbestos containing materials (ACMs) present in existing on-site structures shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other state and federal rules and regulations and ensures a licensed Lead-Based Paint (LBP) Inspector shall be retained to determine the presence of LBP and lead-based paint containing materials (LBPCM) within structures, which would result in a less than significant impact. Thus, the Certified EIR stated the CRA Approved Project would be required to comply with existing regulations applicable to all development projects, and that adherence to all applicable rules and regulations would reduce potentially significant impacts with respect to routine transport, use, and disposal of hazardous materials during construction to less-than-significant levels.

As compared to the CRA Approved Project, the Modified Project would require minimal additional on-site construction for the installation and retrofitting of the new automated steel parking structure and interior building renovations. These activities would not involve the demolition of any structures containing asbestos or lead-based paint and, therefore, would not involve the routine transport, use, or disposal of hazardous materials. Nevertheless, the Modified Project would implement Certified EIR Code Required (Regulatory Compliance) Measure MM IV.D-1.1, and Certified EIR Mitigation Measure MM.IV.D-1, which ensure that all asbestos containing materials (ACMs) present in existing on-site structures shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other state and federal rules and regulations, and Certified EIR Code Required (Regulatory Compliance) Measure MM

IV.D-1.2, (which ensure that a licensed Lead-Based Paint (LBP) Inspector shall be retained to determine the presence of LBP and lead-based paint containing materials (LBPCM) within structures. Additionally, the Modified Project would implement Certified EIR Mitigation Measure MM IV.D-2, which ensures, through implementation of Code-Required Measure MM IV.D-1.1 and Code-Required Measure MM IV.D-1.2, that potential impacts related to the release of hazardous materials from the routine transport, use, or disposal of potentially hazardous materials would be mitigated to less-than-significant levels. Implementation of Certified EIR Code Required Measure MM IV.D-1.1, Certified EIR Code-Required Measure MM IV.D-1.2, Certified EIR Mitigation Measure MM IV.D-1, and Certified EIR Mitigation Measure MM IV.D-2 would ensure impacts are less than significant.

Regarding operations, the Certified EIR concluded operation of the CRA Approved Project would result in a less than significant impact with respect to the release of hazardous materials resulting from the routine transport, use, or disposal of potentially hazardous materials. During operation, project-related activities would not involve the use or storage of potentially hazardous materials and would not have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The limited quantities of hazardous materials (cleaning products) that would be used would be handled, transported, and disposed in accordance with all applicable local, State, and federal regulations, and impacts would be less than significant.

The Modified Project involves the same uses as the CRA Approved Project (residential and commercial uses), and would not introduce new uses that would involve the transport, use, or disposal of potentially hazardous materials beyond those analyzed in the Certified EIR. Consistent with the CRA Approved Project, the limited quantities of hazardous materials (cleaning products) that would be used in operation of the Modified Project would be handled, transported, and disposed in accordance with all applicable local, State, and federal regulations, and impacts would be less than significant.

Therefore, the Modified Project would result in less than significant impacts related to routine transport, use, or disposal of hazardous materials both during construction and operation. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to routine transport, use, or disposal of hazardous materials.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would result in less than significant impacts related to routine transport, use, or disposal of hazardous materials both during construction and operation and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to routine transport, use, or disposal of hazardous materials.

Therefore, no further analysis of this issue is required.

#### **b. Mitigation Measures**

**Certified EIR Mitigation Measure MM IV.D-1:** Implementation of the Code-Required Measures IV.D-1.1 and IV.D-1.2, would ensure potential impacts related to the release of hazardous materials resulting from the potential release of asbestos containing materials and lead-based paint during construction would be mitigated to less than significant levels. No additional mitigation measures are required.

**Certified EIR Mitigation Measure MM IV.D-2:** Implementation of the Code-Required Measures IV.D-1.1 and IV.D-1.2, would ensure potential impacts related to the potential release of hazardous materials from the routine transport, use, or disposal of potentially hazardous materials would be mitigated to less than significant levels.

## **2. Release of Hazardous Materials into the Environment**

### **a. Description**

The Certified EIR concluded that construction of the CRA Approved Project had the potential to result in significant impacts associated with the release of asbestos and lead based paint during demolition, but that such impacts would be reduced to less than significant levels with the implementation of mitigation measures. Furthermore, during the construction phase, the CRA Approved Project was anticipated to require the routine transport, use, and disposal of cleaning solvents, fuels, and other hazardous materials commonly associated with construction projects. The Certified EIR stated all hazardous materials encountered or used during demolition, grading/excavation, and construction activities would be handled in accordance with all applicable local, State, and federal regulations, which include requirements for disposal of hazardous materials at a facility licensed to accept such waste. The Certified EIR stated the CRA Approved Project would implement Certified EIR Code-Required (Regulatory Compliance) Measure MM IV.D-1.1, and Certified EIR Mitigation Measure MM IV.D-1, which ensure that all asbestos containing materials (ACMs) present in existing on-site structures shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other state and federal rules and regulations, and Certified EIR Code-Required (Regulatory Compliance) Measure MM IV.D-1.2, and Certified EIR Mitigation Measure MM IV.D-1, which ensure that a licensed Lead-Based Paint (LBP) Inspector shall be retained to determine the presence of LBP and lead-based paint containing materials (LBPCM) within structures. Thus, the Certified EIR concluded adherence to all applicable rules and regulations would reduce potentially significant impacts with respect to routine transport, use, and disposal of hazardous materials during construction to less than significant levels. During operation, the Certified EIR stated cleaning solvents expected to be used would be similar in type and quantity to those currently used on-site. However, due to the size of the CRA Approved Project the storage and use of such materials is anticipated to increase in volume in conjunction with the routine day-to-day operations of the CRA Approved Project. The limited quantities of hazardous materials that would be used would be handled, transported, and disposed in accordance with all applicable local, State, and federal regulations. Therefore, the CRA Approved Project concluded impacts related to routine transport, use, and disposal of hazardous materials during operation would be less than significant.

As compared to the CRA Approved Project, the Modified Project would require minimal additional on-site construction for the installation and retrofitting of the new automated steel parking structure and interior building renovations. These activities would not involve the demolition of any structures containing asbestos or lead-based paint. Nevertheless, the Modified Project would implement Code Required Measure MM IV.D-1.1 and Certified EIR Mitigation Measure MM IV.D-1, which ensure that all asbestos containing materials (ACMs) present in existing on-site structures shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other state and federal rules and regulations, and Certified EIR Code Required Measure MM IV.D-1.2 and Certified EIR Mitigation Measure MM IV.D-1, which ensure that a licensed Lead-Based Paint (LBP) Inspector shall be retained to determine the presence of LBP and lead-based paint containing materials (LBPCM) within structures. Additionally, the Modified Project would implement Certified EIR Mitigation Measure MM IV.D-2, which ensures, through implementation of Code Required Measure MM IV.D-1.1 and Code-Required Measure MM IV.D-1.2, that potential impacts related to the release of hazardous materials from the routine transport, use, or disposal of potentially hazardous materials would be mitigated to less than significant levels. Implementation of Certified EIR Code Required Measure MM IV.D-1.1, Certified EIR Code Required Measure MM IV.D-1.2, Certified EIR Mitigation Measure MM IV.D-1, and Certified EIR Mitigation Measure MM IV.D-2 would ensure impacts are less than significant.

Operation of the Modified Project would be substantially the same as the CRA Approved Project analyzed in the Certified EIR. The Modified Project contains all of the same uses as the CRA



Approved Project (residential and commercial uses) would not involve the use or storage of potentially hazardous materials and would not have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The limited quantities of hazardous materials that would be used during Modified Project operations, such as cleaning products, would be handled, transported, and disposed in accordance with all applicable local, State, and federal regulations. Therefore, operation of the Modified Project would not change the Certified EIR's conclusions regarding the release of hazardous materials into the environment and impacts would remain less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the release of hazardous materials into the environment.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would result in less than significant impacts related to the release of hazardous materials into the environment and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the release of hazardous materials into the environment.

Therefore, no further analysis of this issue is required as a result of the Modified Project.

**b. Mitigation Measures**

**See Certified EIR Mitigation Measure MM IV.D-1 and Certified EIR Mitigation Measure MM IV.D-2.**

**3. Emission of Hazardous Emissions or Handle of Hazardous or Acutely Hazardous Materials, Substances, or Waste within One-Quarter Mile of an Existing or Proposed School**

The Certified EIR concluded the project site was not located within one-quarter mile of an existing school and, therefore, impacts associated with the emission of hazardous emissions or handle of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school was not analyzed. The Modified Project is located on the same project site as the CRA Approved Project. Thus, the project site for the Modified Project is not located within one-quarter mile of a primary or secondary school and therefore, the Modified Project would result in no impacts involving schools related to the accidental release of potentially hazardous materials. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to emission of hazardous emissions or handle of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would also result in no impacts involving schools related to the accidental release of potentially hazardous materials and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to emission of hazardous emissions or handle of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

**4. Site Included on a List of Hazardous Materials Sites**

The Certified EIR concluded the project site is not identified on any hazardous materials site databases. The Modified Project is located on the same project site as the CRA Approved Project. Thus, the project site is not located on a site included on a list of hazardous materials sites. Therefore, the Modified Project would not be located on a site included on a list of hazardous

materials site databases and no impacts would occur. Additionally, as discussed in Section IV.D, Hazardous Materials/Risk of Upset of the Certified EIR, based on a Phase I Environmental Site Assessments (ESA) (Geocon Consultants Inc., 2003), and an Updated Phase I ESA, (West Coast Environmental and Engineering, 2005), several properties reportedly located within a ½ mile radius of the project site were listed on federal, State, and local environmental regulatory agency databases. However, the Certified EIR concluded, based on the database results and upon further observations of on-and off-site properties, investigators did not observe physical evidence to suggest that any surrounding properties have the potential to impact the project site for the CRA Approved Project with hazardous waste or materials. As the Modified Project is located on the same project site as the CRA Approved Project these surrounding properties would not have the potential to impact the project site for the Modified Project. Furthermore, a review of the DTSC's EnviroStor database, was conducted in October 2017. Five properties were identified in the EnviroStor database within a ½ mile radius of the project site. None of these properties were identified in Section IV.D, Hazardous Materials/Risk of Upset of the Certified EIR. Of the five properties, four of the five properties were listed as school investigations and classified as "inactive – withdrawn". The fifth property, Central Los Angeles High School located at Sunset Boulevard and Van Ness Avenue, approximately 1,000 feet from the project site, was listed as a school cleanup and certified in 2002. As such, based on the database, the properties listed would not have the potential to impact the Modified Project with hazardous waste or materials. Thus, consistent with the analysis in the Certified EIR for the CRA Approved Project, no properties listed on federal, State, and local environmental regulatory agency databases would have the potential to impact the Modified Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the Modified Project being located on a site included on a list of hazardous materials sites.

Like the Modified Project, no properties listed on federal, State, and local environmental regulatory agency databases would have the potential to impact the No Automated Steel Parking Structure Alternative and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to being located on a site included on a list of hazardous materials sites.

#### **5. Within an Airport Land Use Plan, Two Miles of a Public or Public Use Airport**

The Certified EIR concluded the project site was not located within two-miles of an airport and, therefore, impacts associated with being located within two-miles of an airport was not analyzed. The Modified Project is located on the same project site as the CRA Approved Project. Thus, the project site for the Modified Project is not located within two-miles of an airport and no impact would occur. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the Modified Project being located within 2-miles of an airport.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would result in no impact and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the being located within two-miles of an airport.

#### **6. Within the Vicinity of a Private Airstrip**

The Certified EIR concluded the project site was not located within two-miles of a private airstrip and, therefore, impacts associated with being located within two-miles of a private airstrip was not analyzed. The Modified Project is located on the same project site as the CRA Approved

Project. Thus, the project site for the Modified Project is not located within two-miles of a private airstrip and no impact would occur. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the Modified Project being located within two-miles of a private airstrip.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would result in no impact and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to being located within two-miles of a private airstrip.

## **7. Interference with an Emergency Response Plan or Emergency Evacuation Plan**

### **a. Description**

The Certified EIR concluded the CRA Approved Project would result in less than significant impacts to an adopted emergency response plan or emergency evacuation plan. The Certified EIR determined though construction activities may require temporary and/or partial street closures on adjacent roadways due to construction activities and roadway widening improvements, the CRA Approved Project would implement Certified EIR Mitigation Measure MM IV.D-3.1 and Certified EIR Mitigation Measures MM IV.D-3.2. Certified EIR Mitigation Measure MM IV.D-3.1 ensures the CRA Approved Project shall maintain appropriate fire and police access to the project site during the construction process. Certified EIR Mitigation Measures MM IV.D-3.2 ensures, to the maximum extent feasible, the CRA Approved Project shall schedule all construction-related deliveries and haul trips to occur outside peak traffic hours. Thus, with implementation of mitigation measures, the CRA Approved Project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan during construction. The Certified EIR also concluded operation of the CRA Approved Project would have a less than significant impact with respect to an emergency response plan or emergency evacuation plan. The Certified EIR stated the CRA Approved Project would implement Certified EIR Mitigation Measure MM IV.D-5, which ensures the CRA Approved Project applicant prepare and submit an emergency response plan for approval by the City of Los Angeles Planning Department and the City of Los Angeles Fire Department, and therefore the CRA Approved Project would result in a less than significant impact.

Compared to the CRA Approved Project, the Modified Project would require minimal additional construction associated with the installation and retrofitting of the new automated steel parking structure and interior building renovations. Thus, the additional construction activities for the Modified Project would not substantially increase the construction activities proposed by the CRA Approved Project and the additional construction activities associated with the Modified Project would not interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan. Nevertheless, the Modified Project would implement Certified EIR Mitigation Measure MM IV.D-3.1 and Certified EIR Mitigation Measures MM IV.D-3.2. Certified EIR Mitigation Measure MM IV.D-3.1 ensures the Modified Project shall maintain appropriate fire and police access to the project site during the construction process. Certified EIR Mitigation Measures MM IV.D-3.2 ensures, to the maximum extent feasible, the Modified Project shall schedule all construction-related deliveries and haul trips to occur outside peak traffic hours. Implementation of Certified EIR Mitigation Measure MM IV.D-3.1 and Certified EIR Mitigation Measures MM IV.D-3.2 would ensure impacts are less than significant. During operation, consistent with the CRA Approved Project, the Modified Project would not be expected to alter or interfere with any off-site adopted emergency response plan or emergency evacuation plan. The Modified Project would not alter or change the driveways or vehicular traffic patterns in the project vicinity. Nevertheless the Modified Project would implement Certified EIR Mitigation

Measure MM IV.D-5, which ensures the CRA Approved Project applicant prepare and submit an emergency response plan for approval by the City of Los Angeles Planning Department and the City of Los Angeles Fire Department, to ensure impacts are less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the Modified Project's potential to interfere with an emergency response plan or emergency evacuation plan.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would result in less than significant impacts to an adopted emergency response plan or emergency evacuation plan and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the potential to interfere with an emergency response plan or emergency evacuation plan.

**b. Mitigation Measures**

**Certified EIR Mitigation Measure MM IV.D-3.1:** The Modified Project shall maintain appropriate fire and police access to the project site during the construction process.

**Certified EIR Mitigation Measure MM IV.D-3.2:** To the maximum extent feasible, the Modified Project shall schedule all construction-related deliveries and haul trips to occur outside peak traffic hours.

**Certified EIR Mitigation Measure MM IV.D-5:** The Applicant shall prepare and submit an emergency response plan for approval by the City of Los Angeles Planning Department and the City of Los Angeles Fire Department. The emergency response plans shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

**8. Exposure of People or Structures to a Significant Risk, Injury or Death Involving Wildland Fires**

The Certified EIR concluded the project site for the CRA Approved Project was not located within proximity to open space, brush or forested properties and was not susceptible to wildland fire hazards. Therefore, the Certified EIR stated no further analysis of the topic was required. The Modified Project is located on the same project site as the CRA Approved Project. Thus, the project site for the Modified Project is not located proximity to open space, brush or forested properties and is not susceptible to wildland fire hazards. Therefore, the Modified Project would have no potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the Modified Project's potential to expose people or structures to a significant risk, injury or death involving wildland fires.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would have no potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the potential to expose people or structures to a significant risk, injury or death involving wildland fires.

**D. Hydrology and Water Quality****1. Violation of Any Water Quality Standards or Waste Discharge Requirements**

The Certified EIR did not evaluate the issue of hydrology and water quality for the CRA Approved Project. However, the Certified EIR stated implementation of the Best Management Practices (BMPs) in the CRA Approved Project site specific Storm Water Pollution Prevention Plan (SWPPP) and compliance with the City's Low Impact Development (LID) Ordinance would ensure that the CRA Approved Project construction would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. The Certified EIR also concluded in Section IV.H. Land Use Planning that the CRA Approved Project would be consistent with the applicable water quality policies of the Regional Water Quality Control Board (RWQCB) and impacts upon water quality would be less than significant. As compared to the CRA Approved Project, the Modified Project would require minimal additional on-site construction activities associated with the installation and retrofitting of the new automated steel parking structure and interior building renovations. Any construction activity with the potential to create surface water runoff would be subject to the City's LID Ordinance and a site specific SWPPP. Operation of the Modified Project would involve the same uses as the CRA Approved Project analyzed in the Certified EIR (residential dwelling units, office and retail/restaurant uses). As was the case for the CRA Approved Project, wastewater from these uses would be discharged into the sanitary sewer in accordance with all applicable laws and regulations. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the Modified Project's potential to violate any water quality standards or waste discharge requirements.

Like the Modified Project, the No Automated Steel Parking Structure Alternative also would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the potential to violate any water quality standards or waste discharge requirements.

**2. Substantially Deplete Groundwater Supplies or Interfere with Groundwater Recharge**

The Certified EIR did not evaluate the issue of hydrology and water quality for the CRA Approved Project. The Certified EIR stated in Section IV.C, Geology/Soils, that groundwater within the region and beneath the project site is relatively deep below the surface, and its historic high depth is approximately 50 to 55 feet below grade surface. The Certified EIR concluded that construction of the CRA Approved Project during excavation and development of foundation footings would reach a depth of approximately 50 feet below ground surface and would not extend to the groundwater table. As compared to the CRA Approved Project, the Modified Project would require minimal additional on-site construction activities associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations. Installation of footings associated with the parking structure would not extend beyond the depth of the existing footings of the vacant 22-story, approximately 250-foot high mixed use building on the project site and thus would not extend into the groundwater table. Therefore, the Modified Project would not interfere with the groundwater table and would not affect groundwater supplies or groundwater recharge. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the depletion of groundwater supplies or interference with groundwater recharge.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would result in no impact to biological resources and would not interfere with the groundwater table and would not affect groundwater supplies or groundwater recharge and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the depletion of groundwater supplies or interference with groundwater recharge.

### **3. Substantially Alter the Existing Drainage Pattern of the Site or Area Resulting in Substantial Erosion or Siltation**

The Certified EIR did not evaluate the issue of hydrology and water quality for the CRA Approved Project. The Certified EIR concluded in Section IV.C, Geology/Soils, the CRA Approved Project would not result in substantial soil erosion. The Certified EIR determined that although construction of the CRA Approved Project had the potential to result in the erosion of soil during site preparation and construction activities, erosion would be reduced by implementation of appropriate erosion controls during grading. The Certified EIR also concluded the potential for soil erosion during the ongoing operation of the CRA Approved Project was relatively low due to the generally level topography of the project site. As compared to the CRA Approved Project, the Modified Project would require minimal additional on-site construction activities associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations. No grading would occur during the additional construction required for the Modified Project and, therefore, the Modified Project's additional construction would not substantially alter the existing drainage pattern of the site or area resulting in substantial erosion or siltation. The Modified Project is located on the same project site as the CRA Approved Project. Thus, similar to the CRA Approved Project, operation of the Modified Project would not have the potential for soil erosion due to the generally level topography of the project site. The Modified Project would not substantially alter the existing drainage pattern of the site or area resulting in substantial erosion or siltation during operation. Therefore, erosion and siltation impacts would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to erosion and siltation.

Like the Modified Project, for the No Automated Steel Parking Structure Alternative erosion and siltation impacts would be less than significant and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to erosion and siltation.

### **4. Substantially Alter the Existing Drainage Pattern of the Site or Area Resulting in Flooding**

The Certified EIR did not evaluate the issue of hydrology and water quality for the CRA Approved Project. The Certified EIR stated in Section IV.H, Land Use Planning that the project site for the CRA Approved Project is not located within an area subject to flooding hazards. The Modified Project is located on the same project site as the CRA Approved Project. Thus, similar to the CRA Approved Project, the Modified Project is not located within an area subject to flooding hazards. Further, no grading would occur during the additional construction required for the Modified Project and, therefore, the Modified Project's additional construction would not substantially alter the existing drainage pattern of the site or area. Therefore, potential flooding impacts would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to flooding.

Like the Modified Project, for the No Automated Steel Parking Structure Alternative potential flooding impacts would be less than significant and the No Automated Steel Parking Structure

Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to flooding.

Therefore, no further analysis of this issue is required.

## **5. Creation or Contribution of Runoff Exceeding the Existing or Planned Stormwater Drainage Systems**

The Certified EIR did not evaluate the issue of hydrology and water quality for the CRA Approved Project and did not directly address the CRA Approved Project's hydrology and water quality impacts during operation. The Certified EIR stated in Section IV.H, Land Use Planning, prior to construction, the CRA Approved Project applicant would be required to obtain a National Pollution Discharge Elimination System (NPDES) statewide General Construction Activity Permit from the RWQCB. In accordance with the RWQCB requirements, the CRA Approved Project applicant would need to file a Notice of Intent and prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to any construction activity. As part of the SWPPP, the CRA Approved Project would be required to implement effective best management practices (BMPs) to minimize water pollution to the maximum extent practical. In addition, the final drainage plans would be required to provide structural or treatment control BMPs to mitigate (infiltrate or treat) storm water runoff. Implementation of the BMPs in the CRA Approved Project SWPPP and compliance with the City's LID Ordinance would ensure that the CRA Approved Project construction would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Though the Certified EIR did not directly address the CRA Approved Project's hydrology and water quality impacts during operation, the Certified EIR did conclude in Section IV.H, Land Use Planning, that the CRA Approved Project would be consistent with the applicable water quality policies of the RWQCB and impacts upon water quality would be less than significant. Similar to the CRA Approved Project, during construction of the Modified Project, the Modified Project would implement the BMPs in the SWPPP and comply with the City's LID Ordinance to ensure that the Modified Project's construction would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Operation of the Modified Project would include stormwater catch basins and planters consistent with the City's LID Ordinance such that the Modified Project would not change the capacity of retention basins or increase the volume of surface water runoff which would adversely impact the quality of receiving waters. No changes to the current runoff patterns would occur under the Modified Project, and therefore impacts would remain less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to runoff exceeding the existing or planned stormwater drainage systems.

Like the Modified Project, for the No Automated Steel Parking Structure Alternative impacts would remain less than significant and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to runoff exceeding the existing or planned stormwater drainage systems.

## **6. Substantially Degrade Water Quality**

The Certified EIR did not evaluate the issue of hydrology and water quality for the CRA Approved Project. The Certified EIR stated in Section IV.H, Land Use Planning, implementation of the BMPs in the CRA Approved Project SWPPP and compliance with the City's LID Ordinance would ensure that the CRA Approved Project construction would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Similar to the CRA Approved Project, during construction of the Modified Project, the Modified Project would implement the BMPs in the SWPPP and comply with the City's LID Ordinance to ensure that the

Modified Project's construction would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. As compared to the CRA Approved Project, the Modified Project would include the same stormwater catch basins and planters consistent with the City's LID Ordinance such that the Modified Project would not change the capacity of retention basins or increase the volume of surface water runoff which would adversely impact the quality of receiving waters. No changes to the current runoff patterns would occur under the Modified Project. Therefore, the Modified Project would not substantially degrade water quality, and impacts would remain less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to substantially degrading water quality.

Like the Modified Project, for the No Automated Steel Parking Structure Alternative would not substantially degrade water quality, and impacts would remain less than significant. The No Automated Steel Parking Structure Alternative would also not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to substantially degrading water quality.

## **7. Place Housing within a 100-year Flood Plain**

The Certified EIR did not evaluate the issue of hydrology and water quality for the CRA Approved Project. The Certified EIR stated in Section IV.H, Land Use Planning, the project site for the CRA Approved Project is not located within an area subject to flooding hazards. The project site is not located within an area identified by Federal Emergency Management Agency (FEMA) as potentially subject to 100-year floods nor is it located within a City-designated 100-year or 500-year flood plain. Further, the project site is not located in a Tsunami Hazard Area, and it is located at least 12 miles from the Pacific Ocean and is not near any other major water bodies. The Modified Project is located on the same project site as the CRA Approved Project. Thus, similar to the CRA Approved Project, the Modified Project is not located within an area subject to flooding hazards and the Modified Project would not place housing within a 100-year flood plain. Therefore, no impact would occur. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to placing housing within a 100-year flood plain.

Like the Modified Project, for the No Automated Steel Parking Structure Alternative, no impact would occur related to place housing within a 100-year flood plain and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to placing housing within a 100-year flood plain.

## **8. Place Structures within a 100-year Flood Plain**

The Certified EIR did not evaluate the issue of hydrology and water quality for the CRA Approved Project. The Certified EIR stated in Section IV.H, Land Use Planning, the project site for the CRA Approved Project is not located within an area subject to flooding hazards. The project site is not located within an area identified by Federal Emergency Management Agency (FEMA) as potentially subject to 100-year floods nor is it located within a City-designated 100-year or 500-year flood plain. The Modified Project is located on the same project site as the CRA Approved Project. Thus, similar to the CRA Approved Project, the Modified Project is not located within an area subject to flooding hazards. Further, the project site is not located in a Tsunami Hazard Area, and it is located at least 12 miles from the Pacific Ocean and is not near any other major water bodies. Therefore, the Modified Project would not place structures within a 100-year flood plain. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not



involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to placing structures within a 100-year flood plain.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would not place structures within a 100-year flood plain and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to placing structures within a 100-year flood plain.

**9. Exposure of People or Structures to a Significant Risk of Loss, Inquiry or Death Involving Flooding, as a Result of the Failure of a Levee or Dam**

The Certified EIR did not evaluate the issue of hydrology and water quality for the CRA Approved Project. The Certified EIR stated in Section IV.H, Land Use Planning, the project site for the CRA Approved Project is not located within an area subject to flooding hazards. The project site is not located within an area identified by Federal Emergency Management Agency (FEMA) as potentially subject to 100-year floods nor is it located within a City-designated 100-year or 500-year flood plain. The Modified Project would be constructed on the same project site as the CRA Approved Project analyzed in the Certified EIR. Therefore, consistent with the CRA Approved Project, the Modified Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, and no impact would occur. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to exposing people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, and no impact would occur. the No The No Automated Steel Parking Structure Alternative would also not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to exposing people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam.

**10. Inundation by Seiche, Tsunami, or Mudflow**

The Certified EIR did not evaluate the issue of hydrology and water quality for the CRA Approved Project. The Certified EIR stated in Section IV.H, Land Use Planning, the project site for the CRA Approved Project is not located within an area subject to flooding hazards. The Modified Project would be constructed on the same project site as the CRA Approved Project analyzed in the Certified EIR. The project site is not located in a Tsunami Hazard Area, and it is located at least 12 miles from the Pacific Ocean and is not near any other major water bodies; therefore, risks associated with seiches or tsunamis would be considered extremely low at the project site. Furthermore, the project site is located within a developed area of Hollywood where little open space exists. Therefore, the Modified Project would have no impact with regard to seiches, tsunamis, or mudflows. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to inundation by seiche, tsunami, or mudflow.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would have no impact with regard to seiches, tsunamis, or mudflows and would not involve new significant

environmental effects or a substantial increase in the severity of previously identified significant effects related to inundation by seiche, tsunami, or mudflow.

#### **E. Mineral Resources**

Based upon CRA's Initial Study Checklist, CRA determined that there was no substantial evidence the CRA Approved Project would cause significant environmental effects to mineral resources and no further environmental review was necessary. The project site is not located on any oil fields and no oil extraction activities are presently conducted on the project site. Further, the Certified EIR stated, that the City has not identified any locally significant mineral resources on the project site that would be of value to the region and the residents of the State. The Certified EIR determined implementation of the CRA Approved Project would not result in a loss of the availability of a known resource and would have no impact on mineral resources.

The Modified Project proposes some modifications to the CRA Approved Project but would be located on the same developed, urban infill project site, where no oil fields or other mineral resource extraction activities exist. Therefore, potential impacts associated with mineral resources would be the same as for the CRA Approved Project, and no impact would occur.

As a result, consistent with the analysis in the Certified EIR for the CRA Approved Project, development of the Modified Project would not result in a loss of the availability of a known resource and would have no impact on mineral resources. Therefore, the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to mineral resources.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would not result in a loss of the availability of a known resource and would have no impact on mineral resources and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to mineral resources.

#### **VI. Environmental Impacts analyzed in the Supplemental EIR and determined not to be SIGNIFICANT per Senate Bill (SB) 734**

##### **A. Aesthetics (Views/Light & Glare)**

##### **1. Description**

Subsequent to the certification of the Certified EIR, SB 743 was enacted which amended CEQA Section 21099 (d)(1) to state that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if: (1) the project is a residential, mixed-use residential, or employment center project, and (2) the project is located on an infill site within a transit priority area. Accordingly, because the Modified Project is a mixed-use residential project on an infill site within a transit priority area, the Modified Project's aesthetic impacts shall not be considered significant. Nevertheless, the Supplemental EIR provided an analysis of aesthetics for informational purposes.

The Certified EIR for the CRA Approved Project concluded that impacts to Aesthetics (Views/Light & Glare) would be: less than significant related to scenic vistas; no impact related to scenic resources; less than significant with mitigation related to visual character; less than significant with mitigation related to light and glare; and less than significant for cumulative impacts.

While the Modified Project's aesthetics impacts shall not be considered significant pursuant to SB 743, the Supplemental EIR conservatively identified mitigation measures that would be implemented as part of the Modified Project, which are provided below.

Like the Modified Project, the No Automated Steel Parking Structure Alternative is a mixed-use residential project on an infill site within a transit priority area and accordingly, the No Automated Steel Parking Structure Alternative's aesthetic impacts shall also not be considered significant.

## 2. Mitigation Measures

**MM A.1-1:** If any street tree removals are required for the Modified Project's additional construction activities, the street trees to be removed shall be replaced on a 2:1 replacement ratio in compliance with the City of Los Angeles Department of Public Works' Bureau of Street Services, Urban Forestry Division's policies.

**MM A.1-2:** Construction equipment, debris, and stockpiled equipment shall be enclosed within a fenced or visually screened area to effectively block the line of sight from the ground level of neighboring properties. Such barricades or enclosures shall be maintained in appearance throughout the construction period. Graffiti shall be removed immediately upon discovery.

**Certified EIR Mitigation Measure MM IV.A-3.1:** The proposed park shall be actively operated and maintained for the life of the Modified Project by the Applicant or designated non-profit organization with the experience and ability to maintain the park in accordance with the public health and safety standards employed by the Department of Parks and Recreation.

**Certified EIR Mitigation Measure MM IV.A-4.1:** The Modified Project shall include low-level directional lighting at ground, podium, and tower levels of the exterior of the proposed structures to ensure that architectural, parking and security lighting does not spill onto adjacent residential properties, nor is visible from above.

**Certified EIR Mitigation Measure MM IV.A-4.2:** The Modified Project's façades and windows shall be constructed with non-reflective materials such that glare impacts on surrounding residential properties and roadways are minimized.

## 3. Finding

Although the Modified Project and No Automated Steel Parking Structure Alternative would not result in significant impacts to Aesthetics (Views/Light & Glare) pursuant to SB 743, mitigation measures have nonetheless been conservatively incorporated.

## 4. Rationale for Finding

As discussed above, subsequent to the certification of the Certified EIR, SB 743 was enacted which amended CEQA Section 21099 (d)(1) to state that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if: (1) the project is a residential, mixed-use residential, or employment center project, and (2) the project is located on an infill site within a transit priority area. Accordingly, because the Modified Project is a mixed-use residential project on an infill site within a transit priority area, the Modified Project's aesthetic impacts shall not be considered significant.

Like the Modified Project, the No Automated Steel Parking Structure Alternative is a mixed-use residential project on an infill site within a transit priority area and accordingly, the No Automated Steel Parking Structure Alternative's aesthetic impacts shall also not be considered significant.

Therefore, as compared to the CRA Approved Project, the proposed Modified Project and No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related

to Aesthetics (Views/Light & Glare). However, the Modified Project and No Automated Steel Parking Structure Alternative would implement the above-described mitigation measures.

## **5. Reference**

For a complete discussion of Aesthetics see Sections IV.A.1 Aesthetics (Views/Light and Glare) and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

### **B. Aesthetics (Shade/Shadow)**

#### **1. Description**

Subsequent to the certification of the Certified EIR, SB 743 was enacted which amended CEQA Section 21099 (d)(1) to state that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if: (1) the project is a residential, mixed-use residential, or employment center project, and (2) the project is located on an infill site within a transit priority area. Accordingly, because the Modified Project is a mixed-use residential project on an infill site within a transit priority area, the Modified Project's aesthetic impacts shall not be considered significant. Nevertheless, the Supplemental EIR provided an analysis of aesthetics for informational purposes.

The Certified EIR concluded the CRA Approved Project would result in less than significant impacts related to shade and shadow upon nearby residential properties during the summer months and cumulatively. During the winter months, the Certified EIR concluded the CRA Approved Project would result in significant and unavoidable shade and shadow impacts upon nearby residential properties. Compared to the CRA Approved Project, the summer and winter solstice shadows created by the Modified Project would fall entirely within the previous shadow pattern projected for the CRA Approved Project analyzed in the Certified EIR. As such, the Modified Project would not increase the severity of the previously disclosed significant and unavoidable shade and shadow impact identified in the Certified EIR for the CRA Approved Project.

Pursuant to SB 743 and the provisions set forth by CEQA § 21099, the Modified Project is classified as a mixed-use residential project located on a project site that is considered an infill site within a Transit Priority Area as defined by CEQA. As such, the Modified Project's aesthetic impacts shall not be considered significant impacts on the environment. Thus, the Modified Project would result in less than significant shade and shadow impacts upon nearby residential properties pursuant to SB 743. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to shade and shadow.

Like the Modified Project, the No Automated Steel Parking Structure Alternative is a mixed-use residential project on an infill site within a transit priority area and accordingly, the No Automated Steel Parking Structure Alternative's shade and shadow impacts shall also not be considered significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to shade and shadow.

#### **a. Cumulative Shade/Shadow Impacts**

The Certified EIR for the CRA Approved Project concluded the CRA Approved Project in combination with the related projects identified in the Certified EIR would result in less than significant cumulative shade and shadow impacts. The related projects list was updated for the Modified Project and the nearest related project, Related Project 46, located at 5901 Sunset Boulevard immediately east of the project site, is a 15-story mixed-use building approximately

240 feet above grade and is the only related project relevant to the cumulative shade/shadow analysis. The combined shadows from the Modified Project and Related Project 46, could potentially result in cumulatively significant shade and shadow impacts during the winter months on the multi-family residential uses to the north of the Modified Project. However, as discussed above, pursuant to SB 743 and the provisions set forth by CEQA § 21099, the Modified Project is classified as a mixed-use residential project located on a project site that is considered an infill site within a Transit Priority Area as defined by CEQA. As such, the Modified Project's aesthetic impacts shall not be considered significant impacts on the environment. Therefore, the Modified Project would not add any incremental contribution to a cumulatively significant impact with respect to shade and shadow, and the Modified Project's impacts would not be cumulatively considerable. (See CEQA Guidelines §§ 15130, 15064(h).) Additionally, Related Project 46 is classified as an employment center project located on a project site that is considered an infill site within a Transit Priority Area as defined by CEQA. Thus, Related Project 46's aesthetic impacts shall also not be considered significant impacts on the environment and, therefore, would not add any incremental contribution to a cumulatively significant impact with respect to shade and shadow. Therefore, the Modified Project's cumulative shade and shadow impacts would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative shade and shadow.

Like the Modified Project, the No Automated Steel Parking Structure Alternative is a mixed-use residential project on an infill site within a transit priority area and accordingly, the No Automated Steel Parking Structure Alternative's cumulative shade and shadow impacts shall also not be considered significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative shade and shadow.

## **2. Reference**

For a complete discussion of Aesthetics Shade/Shadow see Section IV.A.2 Aesthetics Shade/Shadow of the Draft Supplemental EIR.

### **C. Parking**

#### **1. Description**

Subsequent to the certification of the Certified EIR, SB 743 was enacted which amended CEQA Section 21099 (d)(1) to state that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if: (1) the project is a residential, mixed-use residential, or employment center project, and (2) the project is located on an infill site within a transit priority area. Accordingly, because the Modified Project is a mixed-use residential project on an infill site within a transit priority area, the Modified Project's parking impacts shall not be considered significant. Nevertheless, the Supplemental EIR provided an analysis of parking for informational purposes.

The Certified EIR for the CRA Approved Project concluded that impacts to Parking would be less than significant with mitigation for both construction and operation and cumulatively less than significant.

Regarding public parking the Certified EIR did not analyze public parking impacts. As discussed in Section IV.K.1 Traffic / Transportation of the Draft Supplemental EIR, Mitigation Measures K.1-1 and K.1-2 would be implemented as part of the Modified Project to reduce the significant traffic impacts at the Gower Street and Sunset Boulevard intersection during the P.M. peak hour and the Bronson Avenue and Sunset Boulevard intersection during the A.M. peak hour. With

implementation of the Mitigation Measures K.1-1 and K.1-2 up to 7 public parking spaces would be removed. However, the Modified Project would set aside up to 7 spaces within the parking structure for public parking on-site, which would be provided to the public for one hour free. Thus, the Modified Project would not result in a deficiency in public parking availability in the project site vicinity and impacts related to public parking would be less than significant. As such, the Modified Project's parking impacts shall not be considered significant impacts on the environment. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to parking.

While the Modified Project's parking impacts shall not be considered significant pursuant to SB 743, the Supplemental EIR conservatively identified mitigation measures that would be implemented as part of the Modified Project, which are provided below.

Like the Modified Project, the No Automated Steel Parking Structure Alternative is a mixed-use residential project on an infill site within a transit priority area and accordingly, the No Automated Steel Parking Structure Alternative's parking impacts shall also not be considered significant.

#### **a. Cumulative**

The Certified EIR concluded cumulative parking impacts would be less than significant. For the Modified Project, parking impacts would not be considered significant impacts on the environment, and the Modified Project's parking impacts would not be cumulatively considerable. Accordingly, consistent with the analysis in the Certified EIR for the CRA Approved Project, cumulative parking impacts would be less than significant, and the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative parking impacts.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's cumulative parking impacts would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative parking impacts.

### **2. Mitigation Measure**

**Certified EIR Mitigation Measure MM IV.K.2-1:** In order to mitigate potential parking impacts from construction workers the Project shall, prior to commencing construction, develop a Construction Parking Plan requiring construction workers to park off-street and not use on-street parking spaces. The Project contractor shall develop a temporary off-street parking plan to ensure a sufficient supply of off-street spaces is provided for the construction workers.

### **3. Findings**

Although the Modified Project and No Automated Steel Parking Structure Alternative would not result in significant impacts to Parking pursuant to SB 743, mitigation measures have nonetheless been conservatively incorporated.

### **4. Rationale for Finding**

As discussed above, subsequent to the certification of the Certified EIR, SB 743 was enacted which amended CEQA Section 21099 (d)(1) to state that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if: (1) the project is a residential, mixed-use residential, or employment center project, and (2) the project is located on an infill site within a transit priority area. Accordingly, because the Modified Project is a mixed-use residential

project on an infill site within a transit priority area, the Modified Project's parking impacts shall not be considered significant.

Like the Modified Project, the No Automated Steel Parking Structure Alternative is a mixed-use residential project on an infill site within a transit priority area and accordingly, the No Automated Steel Parking Structure Alternative's parking impacts shall also not be considered significant.

Therefore, as compared to the CRA Approved Project, the proposed Modified Project and No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to Parking. However, the Modified Project and No Automated Steel Parking Structure Alternative would implement the above-described mitigation measure.

## **5. Reference**

For a complete discussion of Parking see Sections IV.K.2 Parking and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

### **VII. Environmental Impacts analyzed in the Supplemental EIR and determined to have no impact or be less than significant PRIOR to Mitigation**

Based on the analysis in the Supplemental EIR and other evidence in the administrative record relating to the Modified 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.

Further, based on the analysis in the Supplemental EIR and other evidence in the administrative record, the City finds and determined that the following environmental impact categories will also not result in any significant impacts and that no mitigation measures are needed for the No Automated Steel Parking Structure Alternative.

#### **A. Air Quality (Consistency with Applicable Plans and Policies, Operations, Cumulative)**

##### **1. Description**

##### **a. Consistency with Applicable Plans and Policies**

##### **(1) Consistency with the Final 2016 AQMP**

The Certified EIR concluded that because the CRA Approved Project would be consistent with the regional population forecasts for the City of Los Angeles and the Hollywood area, it would not jeopardize attainment of State and national ambient air quality standards in the South Coast Air Basin (Basin) and the Los Angeles County portion of the Basin. In addition, the Certified EIR determined the increase in population growth associated with the CRA Approved Project would produce vehicle miles traveled/population ratio that was consistent with the forecasts in the 2003 Air Quality Management Plan (AQMP). Accordingly, the Certified EIR concluded the CRA Approved Project would be consistent with the South Coast Air Quality Management Plan District's (SCAQMD) 2003 AQMP growth assumptions and impacts would be less than significant.

The Draft Supplemental EIR evaluated the Modified Project's consistency with the adopted Final 2016 AQMP, and found that the Modified Project would not result in construction or operational air quality emissions that would exceed any of the SCAQMD thresholds of significance at the project level. Furthermore, the Modified Project would be required to comply with applicable

SCAQMD rules and regulations for new or modified sources. By meeting SCAQMD rules and regulations, Modified Project construction activities would be consistent with the goals and objectives of the Final 2016 AQMP to improve air quality in the Basin. Thus, the Modified Project would not have the potential to increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations.

In addition, projects that are consistent with the projections of employment, population and housing forecasts identified by Southern California Association of Governments (SCAG) are considered to be consistent with the Final 2016 AQMP. For purposes of consistency with the Final 2016 AQMP, the Modified Project is consistent with the growth projections contained in the 2016-2040 RTP/SCS. The Modified Project would not exceed the population and housing projections of the 2016-2040 RTP/SCS for the Los Angeles subregion and would not jeopardize attainment of the air quality conditions projected in the Final 2016 AQMP. Accordingly, through evaluation of the Modified Project for consistency with regional plans and the regional Final 2016 AQMP, impacts with respect to regional plans and AQMP consistency would be less than significant.

Therefore, the Modified Project's impacts with respect to consistency with the applicable AQMP would be less than significant and would not substantially increase impacts identified in the Certified EIR for the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with the applicable AQMP.

Like the Modified Project, the No Automated Steel Parking Structure Alternative impacts with respect to consistency with the applicable AQMP would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with the applicable AQMP.

## **(2) Consistency with General Plan Air Quality Element**

The City's Air Quality Element sets forth the goals, objectives, and policies that would guide the City in the implementation of its air quality improvement programs and strategies. While the Certified EIR did not analyze the CRA Approved Project's consistency with the City's General Plan Air Quality Element, a detailed analysis of the consistency of the Modified Project with relevant policies in the City's General Plan Air Quality Element is presented in Draft Supplemental EIR Section IV.B, Air Quality, Table IV.B-8, Project Consistency with Applicable Policies of the General Plan Air Quality Element. As shown therein, the Modified Project would be consistent with the goals, objectives, and policies set forth in the City's General Plan Air Quality Element. Therefore, the Modified Project's impacts related to consistency with the applicable air quality policies in the General Plan would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with applicable plans and policies.

Like the Modified Project, the No Automated Steel Parking Structure Alternative impacts related to consistency with the applicable air quality policies in the General Plan would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with applicable plans and policies.



**b. Operation****(1) Regional Operational Air Quality Impacts**

The Certified EIR analyzed the daily operational emissions from the CRA Approved Project and determined that operational emissions would not exceed the established SCAQMD threshold levels for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> during both the summertime (smog season) and wintertime (non-smog season). Therefore, impacts associated with regional operational emissions from the CRA Approved Project were found to be less than significant.

The Draft Supplemental EIR analyzed the daily operation emissions from the Modified Project and determined that the estimated gross daily regional operational emissions associated with the Modified Project would not exceed the established SCAQMD threshold levels for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> during both the summertime (smog season) and wintertime (non-smog season). Therefore, impacts associated with regional operational emissions from the Modified Project would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to operational emissions.

Like the Modified Project, impacts associated with regional operational emissions from the No Automated Steel Parking Structure Alternative would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to operational emissions.

**(2) Local Operational Air Quality Impacts**

The Certified EIR analyzed daily operational emissions generated by the CRA Approved Project against SCAQMD's Localized Significance Thresholds and on-site emissions generated by the CRA Approved Project during operation would not exceed the established SCAQMD localized thresholds for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> at a receptor distance of 25 meters. Thus, the on-site operational emissions would also not exceed the SCAQMD localized thresholds at receptor distances beyond 25 meters. The Certified EIR concluded that localized operational impacts of the CRA Approved Project would have been considered less than significant.

To determine whether operational emissions would result in localized air quality impacts, the operational emissions of the Modified Project have been analyzed against the SCAQMD's LSTs for a receptor location of 25 meters. On-site operational emissions generated by the Modified Project would not exceed the established SCAQMD localized thresholds for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Thus, the localized air quality impacts resulting from operational emissions associated with the Modified Project would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to operational emissions for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Like the Modified Project, localized air quality impacts resulting from operational emissions associated with the No Automated Steel Parking Structure Alternative would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to operational emissions for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.

### **(3) Localized CO Emissions**

At the time the Certified EIR was written, the Basin was a designated national non-attainment area for CO concentrations. Therefore, the Certified EIR analyzed localized CO impacts for the CRA Approved Project. The Certified EIR concluded that future CO concentrations near the study intersections would not exceed national or State ambient air quality standards. Therefore, the Certified EIR determined CO hotspots would not occur near these intersections in the future with operation of the CRA Approved Project. Therefore, the Certified EIR concluded impacts related to local CO concentrations at these intersections would have been less than significant.

For the Modified Project, the Air Basin is currently designated as a CO attainment area for both the CAAQS and NAAQS. Ambient CO levels in the Source Receptor Area (SRA) 1 are substantially below the federal and state standards. Because the Basin remains in attainment and existing congested intersections at the four heaviest congested intersections (exceeding 100,000 vehicles per day) do not exceed state thresholds, CO concentrations have been demonstrated to be less than significant under extreme conditions. As such, no further analysis for CO hotspots is warranted for the Modified Project. Therefore, the Modified Project's impacts associated with localized CO operational emissions would be less than significant and would not substantially increase impacts identified in the Certified EIR for the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to localized CO operational emissions.

Like the Modified Project, impacts associated with localized CO operational emissions would be less than significant for the No Automated Steel Parking Structure Alternative and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to localized CO operational emissions.

### **(4) Odors**

The Certified EIR did not address potential impact associated with odors.

The Modified Project does not include any of the uses identified by the SCAQMD as being associated with odors. Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Based on mandatory compliance with SCAQMD Rules, no construction activities or materials that would be used during the Modified Project's additional construction activities would create a significant level of objectionable odors.

With respect to long-term project operations, the Modified Project would not create objectionable odors affecting a substantial number of people. Odors from garbage shoots and refuse containers would be controlled through standard best management practices and ongoing building maintenance procedures pursuant to the applicable regulations of LAMC Section 12.21.19, which provides building specifications for trash chutes and recycling rooms in multi-family dwellings. While restaurant-related uses have the potential to generate odors from cooking and disposal of organic waste, restaurant operators would be subject to LAMC Section 91.6302.3, which requires mechanical exhaust ventilation systems capable of effectively removing cooking odors, smoke, steam, grease and vapors at or above cooking equipment in dwellings, and SCAQMD Rule 1138, which requires the installation of adequate ventilation systems and odor-reducing equipment for restaurants. Therefore, a less than significant impact would occur with respect to the creation of objectionable odors.

Like the Modified Project, a less than significant impact would occur with respect to the creation of objectionable odors for the No Automated Steel Parking Structure Alternative.

**c. Cumulative**

**(1) Construction**

The Certified EIR concluded that the construction emissions associated with the CRA Approved Project would not exceed the SCAQMD's thresholds of significance. Consequently, the Certified EIR concluded that the contribution of daily construction emissions by the CRA Approved Project would have not been cumulatively considerable, and that construction emission impacts would have been less than significant. Construction emissions associated with the Modified Project's construction activities, which includes the same construction activities as the CRA Approved Project as well as additional construction associated with the installation and retrofitting for the new automated steel parking structure and interior building operation, would not exceed the SCAQMD's thresholds of significance. Therefore, the Modified Project's cumulative construction emissions would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts relevant to construction emissions.

Like the Modified Project, cumulative construction air quality impacts of the No Automated Steel Parking Structure Alternative would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts relevant to construction emissions.

**(2) Operation**

Because the CRA Approved Project would not exceed the SCAQMD's thresholds of significance for the criteria pollutants, the Certified EIR concluded that the CRA Approved Project's operational emissions would not be cumulatively considerable. The CRA Approved Project would have been consistent with the growth forecasts for the Hollywood area of the City of Los Angeles, and would have been consistent with the 2003 AQMP. Thus, the cumulative impact of the CRA Approved Project for operational emissions would have been less than significant. Operational emissions associated with the Modified Project would not exceed the SCAQMD's thresholds of significance. In addition, the Modified Project would be consistent with the growth forecasts for the Hollywood area of the City of Los Angeles, and would be consistent with the Final 2016 AQMP consequently, the contribution of daily operational emissions by the Modified Project would not be cumulatively considerable. Therefore, cumulative impacts operational air quality impacts of the Modified Project would be considered less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts relevant to daily operational emissions.

Like the Modified Project, cumulative impacts operational air quality impacts of the No Automated Steel Parking Structure Alternative would be considered less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts relevant to daily operational emissions.

**2. Reference**

For a complete discussion of Air Quality (Consistency with Applicable Plans and Policies, Operation, and Cumulative) see Sections IV.B Air Quality and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

**B. Geology/Soils****1. Description****a. Seismic Hazards (Fault Rupture)**

The Certified EIR for the CRA Approved Project stated that the project site is located in the seismically active region of Southern California. The Certified EIR stated no active surface fault traces identified by the State as delineated on the 1999 Alquist-Priolo Earthquake Fault Zoning Map, were known to be present beneath the project site. The CRA Approved Project's Geotechnical Report found splays of the Hollywood Fault Zone located approximately 2,500 feet north-northwest of the project site. The Certified EIR concluded the CRA Approved Project would result in less than significant impacts related to exposing people or structures to the risk of loss, injury, or death involving the rupture of a known earthquake fault.

The Modified Project would be located on the same project site as the CRA Approved Project. Therefore, similar to the CRA Approved Project, the Modified Project is located in the seismically active region of Southern California. Modern, well-constructed buildings are designed to resist the rupture of a known earthquake fault through the use of shear walls and reinforcements. The Modified Project, including the additional construction of the new automated steel parking structure, would be consistent with all applicable provisions of the City of Los Angeles Building Code, as well as the seismic design criteria contained within the Uniform Building Code. Thus, the additional construction and operation of the new automated steel parking structure would not impact this analysis related to exposing people or structures to the risk of loss, injury, or death involving the rupture of a known earthquake fault.

The CRA Approved Project's Geotechnical Report found splays of the Hollywood Fault Zone located approximately 2,500 feet north-northwest of the project site. The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone or a fault rupture study zone. No known active faults trend through the project site. Furthermore, the closest active fault to the site capable of surface rupture is the Hollywood Fault, which lacks surface fault features and therefore, while capable of producing an earthquake, poses a low hazard risk with respect to surface rupture. Since the Certified EIR for the CRA Approved Project, an Alquist-Priolo special study zone was established for the active Hollywood Fault. The closest distance of the Hollywood Fault special study zone to the project site is approximately 700 feet north of the project site's northern property line and the closest mapped active fault trace is approximately 1,200 feet north of the project site's northern property line. The Modified Project's Geotechnical Report concluded that the project site is not located within a special study zone, is not subject to fault rupture, and the issuance of the Seismic Hazard Zone Hollywood Quadrangle Official Map showing the Hollywood Fault being located 1,200 feet north of the project site does not impact the development of the Modified Project or modify any recommendations, analysis, or conclusions in the CRA Approved Project's Geotechnical Report and associated addenda.

Furthermore, the Hollywood Fault lacks surface fault features and therefore, while capable of producing an earthquake, poses a low hazard risk with respect to surface rupture. Thus, the possibility of surface fault rupture affecting the project site would be considered remote. Therefore, consistent with the CRA Approved Project, development of the Modified Project would not expose people or property to hazardous conditions resulting from rupture of a known earthquake fault on the project site or exacerbate environmental conditions related to the potential rupture of a known earthquake fault and impacts would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to exposing people or structures to the risk of loss, injury, or death involving the rupture of a known earthquake fault.

Like the Modified Project, development of the No Automated Steel Parking Structure Alternative would not expose people or property to hazardous conditions resulting from rupture of a known earthquake fault on the project site or exacerbate environmental conditions related to the potential rupture of a known earthquake fault and impacts would be less than significant. Accordingly, the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to exposing people or structures to the risk of loss, injury, or death involving the rupture of a known earthquake fault.

**b. Seismic-Induced Settlement and Liquefaction**

The Certified EIR stated, soils on the project site would not be susceptible to liquefaction. The Certified EIR also determined the project site is not within an area of known subsidence associated with fluid withdrawal (groundwater or petroleum), peat oxidation or hydrocompaction. Therefore, the Certified EIR concluded the CRA Approved Project would have less than significant impacts with respect to seismic induced settlement and liquefaction.

The Modified Project is located on the same project site as the CRA Approved Project and would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-induced ground failure associated with settlement and/or liquefaction. Though the project site is located in a liquefiable area, the CRA Approved Project's Geotechnical Report concluded based on site conditions, data, and investigations, the soils on the project site would not be susceptible to liquefaction and the Modified Project's Geotechnical Report confirmed that issuance of the Seismic Hazard Zone Hollywood Quadrangle Official Map did not impact the Modified Project or modify any recommendations, analysis, or conclusions in the CRA Approved Project's Geotechnical Report and associated addenda. As stated in the CRA Approved Project's Geotechnical Report liquefaction generally occurs in saturated, loose to medium dense, granular soils and in saturated, soft to moderately firm silts as a result of strong ground shaking. The soils beneath the groundwater level at the project site are generally fine grained and are firm to stiff. Additionally, the CRA Approved Project's Geotechnical Report explained that the groundwater at the site is at a depth greater than 49 feet bgs and that the project site is not within an area of known subsidence associated with fluid withdrawal (groundwater or petroleum), peat oxidation or hydrocompaction. Therefore, because the Modified Project is located on the same project site as the CRA Approved Project, and the recommendations, analysis, and conclusions in the CRA Approved Project's Geotechnical Report are still applicable to the project site, the Modified Project would also not be susceptible to liquefaction. Therefore, consistent with the Certified EIR's conclusions for the CRA Approved Project, the Modified Project's impacts associated with liquefaction and seismic-induced settlement would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or exacerbate existing environmental conditions that would cause a substantial increase in the severity of previously identified significant effects related to seismic induced settlement and liquefaction.

Like the Modified Project, impacts associated with liquefaction and seismic-induced settlement for the No Automated Steel Parking Structure Alternative would be less than significant. Accordingly, the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or exacerbate existing environmental conditions that would cause a substantial increase in the severity of previously identified significant effects related to seismic induced settlement and liquefaction.

**c. Landslides**

The Certified EIR concluded that the CRA Approved Project would result in less than significant impacts with respect to landslides. The project site is relatively level and ranges from elevation 370 to 360 feet above msl (from north to south). The project site is not located within a City-designated landslide area. Therefore, consistent with the CRA Approved Project analyzed in the Certified EIR, due to the relatively flat topography of the project site and surrounding area, there is no potential for impacts associated with landslides to occur for the Modified Project. Like the Modified Project, due to the relatively flat topography of the project site and surrounding area, there is no potential for impacts associated with landslides to occur for the No Automated Steel Parking Structure Alternative.

**d. Septic Tanks or Alternative Waste Water Disposal Systems**

The Certified EIR did not evaluate septic tanks or alternative waste water disposal systems. The project site is located in an urban area served by a wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems are necessary for the Modified Project, nor are they proposed. Therefore, no impact would occur. Like the Modified Project, no septic tanks or alternative disposal systems are necessary or proposed for the No Automated Steel Parking Structure Alternative and no impact would occur.

**e. Cumulative Geology and Soils Impacts**

The Certified EIR stated geotechnical impacts related to future development in the City of Los Angeles would involve hazards related to site-specific soil conditions, erosion, and ground-shaking during earthquakes. The Certified EIR explained these impacts would be site-specific and would not be common to (nor shared with, in an additive sense) the impacts on other sites. Thus, while cumulative development in the project area would increase the overall population for exposure to seismic hazards, adherence to applicable State and Federal regulations, buildings codes and sound engineering practices, geologic hazards could be reduced to less than significant levels. Additionally, the Certified EIR determined the development of the related projects and the CRA Approved Project would be subject to uniform site development and construction review standards that are designed to protect public safety. Therefore, the Certified EIR concluded cumulative geotechnical impacts would be less than significant.

Similar to the CRA Approved Project, for the Modified Project, cumulative development in the area would increase the overall population for exposure to seismic hazards by increasing the number of people potentially exposed. However, with adherence to applicable State and Federal regulations, buildings codes and sound engineering practices, geologic hazards could be reduced to less-than-significant levels. Furthermore, similar to the CRA Approved Project and its related projects, development of each of the related projects and the Modified Project would be subject to uniform site development and construction review standards that are designed to protect public safety. Thus, consistent with the analysis in the Certified EIR, the Modified Project and the related projects' cumulative geotechnical impacts would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant cumulative environmental effects or a substantial increase in the severity of previously identified cumulative effects related to geology and soils.

Like the Modified Project, the No Automated Steel Parking Structure and the related projects' cumulative geotechnical impacts would be less than significant and would not involve new significant cumulative environmental effects or a substantial increase in the severity of previously identified cumulative effects related to geology and soils.

## **2. Reference**

For a complete discussion of Geology and Soils see Sections IV.C Geology and Soils and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

### **C. Greenhouse Gas Emissions**

#### **1. Description**

The Certified EIR preceded the adoption of the 2010 CEQA amendments requiring the consideration of a project's greenhouse gas (GHG) emissions and their effect on global climate change in CEQA documents. For purposes of providing a comparative analysis of the Modified Project's GHG emissions, the GHG analysis included an assessment of the CRA Approved Project.

The CRA Approved Project exhibits several characteristics that are inherently consistent with the green building policies and practices that contribute to a reduction in GHG emissions and thus would have been consistent with these policies had they been applicable to the CRA Approved Project. For example, the CRA Approved Project is a mixed-use, high-density residential / commercial redevelopment project located in an urbanized portion of the Hollywood area near mass transit and a broad mix of land uses. Therefore, the CRA Approved Project would be consistent with plans, programs, and regulations that reduce GHG emissions with respect to reducing mobile source emissions associated with trip generation.

The Modified Project is located on the same project site as the CRA Approved Project. Thus, similar to the CRA Approved Project, the Modified Project would be consistent with plans, programs, and regulations that reduce GHG emissions with respect to reducing mobile source emissions associated with trip generation.

In addition, both the CRA Approved Project and the Modified Project would be consistent with applicable policies and regulations that have been adopted for the purpose of meeting the State's goals to reduce statewide GHG emissions in the future. The CRA Approved Project and the Modified Project's consistency with applicable policies and regulations is summarized below.

- Regarding the AB 32 Scoping Plan policies, both the CRA Approved Project and the Modified Project are substantially consistent with the applicable GHG reduction policies for new development. Due to the enhanced building efficiency associated with updates to Title 24 building energy efficiency standards, and the adoption of the LA Green Building Code, GHG emissions under the Modified Project would be less than those generated under the CRA Approved Project.
- Regarding Executive Orders S-3-05 and B-30-15, as the CRA Approved Project and the Modified Project are consistent with the plans, policies and regulations enacted by the State, regional and local entities in furtherance of GHG reduction efforts, the CRA Approved Project and the Modified Project would not conflict with the states implementation of Executive Orders S-3-05 and B-30-15.
- Regarding SB 375 and Consistency with the 2016-2040 RTP/SCS both the CRA Approved Project and the Modified Project would be consistent with the strategies outlined in the 2016-2040 RTP/SCS which encourage infill and mixed-use developments in high quality transit areas.
- Regarding the L.A. Green Building Code the Modified Project would be consistent with the applicable provisions of the LA Green Building Code, would provide

additional support for alternative fuel vehicles, would be consistent with applicable requirements related to source reduction and recycling efforts to minimize the projects solid waste disposal needs, and would provide on-site bicycle storage to facilitate and encourage alternative modes of transit. Specifically, to encourage the use of electric and hybrid-electric vehicles by the Modified Project's residents and visitors the Modified Project would implement PDF D-1 which provides that at least twenty (20)% of the Code required parking stalls will be constructed to accommodate the future placement of facilities for the recharging of electric vehicles (electric vehicle supply equipment (EVSE)) with five (5)% of these stalls being equipped with the electrical vehicle charging stations.

Therefore, both the CRA Approved Project and the Modified Project would be consistent with applicable policies and regulations that have been adopted for the purpose of meeting the State's goals to reduce statewide GHG emissions in the future. In addition, the Modified Project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets. Further, the Modified Project's GHG impacts would be less than the CRA Approved Project by approximately 847 MTCO<sub>2</sub>e/Yr. The Modified Project would be substantially consistent with the goals and policies set forth in AB 32, SCAG's 2016-2040 SCS/RTP, SB 375, and applicable provisions of the City's Green Building Code, which are intended to reduce GHG emissions associated with new development. Thus, the Modified Project's GHG impacts would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of GHG impacts that would have resulted under the CRA Approved Project.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's GHG impacts would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of GHG.

Regarding cumulative impacts, given the Modified Project's consistency with State, regional, and City GHG emissions reduction goals and objectives, it would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Similarly, related projects would also be subject to these emissions reduction goals and objectives. Therefore, per CEQA Guidelines Section 15064(h)(3), the Modified Project's cumulative impacts with respect to GHG emissions would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of GHG emissions that would have otherwise resulted under the CRA Approved Project.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's cumulative impacts with respect to GHG emissions would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of GHG emissions.

## **2. Project Design Feature**

The following Project Design Feature is relevant to GHG emissions:

**PDF D-1:** To encourage carpooling and the use of electric vehicles by Modified Project residents and visitors, at least 20 percent of the Code required parking spaces shall be constructed to accommodate the future placement of facilities for the recharging of electric vehicle (electric vehicle supply equipment (EVSE)) with five (5) percent of these stalls being equipped with the electrical vehicle charging stations. 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 electric vehicle charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. Only raceways and



related components are required to be installed at the time of construction. When the application of the 20% results in a fractional space, the required number of spaces would be rounded 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. Reference**

For a complete discussion of Greenhouse Gas Emissions see Sections IV.D Greenhouse Gas Emissions and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

#### **D. Cultural Resources**

##### **1. Description**

###### **a. Historic Resources**

The Certified EIR for the CRA Approved Project concluded the CRA Approved Project would have no impact on historic resources as none of the buildings on the project site are classified as a historic resource pursuant to CEQA. The Certified EIR in Section IV.E Historic Resources explained that the CRA Approved Project's applicant was exploring options to retain and restore the exterior façade and various interior treatments of the OSF Building or alternatively would seek other methods that would not require retention and/or restoration but would memorialize the social significance of this building as it relates to the development of the Hollywood area.

Compared to the CRA Approved Project, instead of possibly retaining and incorporating the OSF Building into the architecture of the CRA Approved Project, the Modified Project would demolish the OSF Building and would create a replica of its façade in approximately the same position and dimensions of the demolished OSF Building. Though the Modified Project would not retain or restore the OSF Building, since the Certified EIR's analysis determined the OSF Building was not historically significant, the Modified Project would have no impact upon historic resources. The improvements proposed under the Modified Project, which include a new automated steel parking structure and interior building renovations do not impact this analysis. As such, consistent with the analysis in the Certified EIR for the CRA Approved Project, the Modified Project would not significantly impact any historic or cultural resource and no mitigation measures are required. Therefore, as compared to the CRA Approved Project, the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to historic resources.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would not significantly impact any historic or cultural resource and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to historic resources.

###### **b. Selma-LaBaig Historic District**

As concluded in the Certified EIR, the project site is not adjacent to the Selma – LaBaig Historic District, nor is it on the same street as the Historic District. Because the immediate setting of the Historic District would not be affected by the CRA Approved Project and the general setting of the area would not dramatically change, the Certified EIR determined the CRA Approved Project would have no impact on the Selma-LaBaig Historic District.

The Modified Project is located on the same project site as the CRA Approved Project and there has been no change to the boundaries of the Selma – LaBaig Historic District. Therefore, similar to the CRA Approved Project, as the project site is not adjacent to nor across the street from the

Selma – LaBaig Historic District, the immediate setting of the Historic District would not be directly affected by the Modified Project. In addition, similar to the CRA Approved Project, the general setting of the area also would not dramatically change with the Modified Project. The Modified Project would not directly affect the setting of the Selma–LaBaig Historic District due to two factors: the distance and intervening built environment between the project site and the Historic District, and the fact that the improvements proposed under the Modified Project would not be out of character for the existing setting of high-rise developments on Sunset Boulevard. Therefore, the buildings within the Historic District would continue to be considered eligible for listing in the National Register. As such, consistent with the analysis in the Certified EIR for the CRA Approved Project, the Modified Project will have no impact on the historic resources in the vicinity of the project site. Therefore, the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to historic resources in the vicinity of the project site.

Like the Modified Project, the No Automated Steel Parking Structure Alternative will have no impact on the historic resources in the vicinity of the project site and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to historic resources in the vicinity of the project site.

**c. Archeological Resources, Paleontological Resources, Human Remains, and Tribal Resources**

The Certified EIR did not analyze the CRA Approved Project's potential impacts upon archeological, paleontological, human remains, or tribal resources. In Section V. General Impact Categories of the Certified EIR for the CRA Approved Project, the Certified EIR stated discovery of any archaeological resources would be found during earthwork activities. Though no archaeological sites were known to exist beneath the project site, the Certified EIR concluded potential impacts associated with the accidental discovery of unknown archaeological or paleontological resources would be mitigated to a less than significant level by implementing standard City mitigation measure during the earthwork and excavation phase. The Certified EIR did not provide conclusions specific to human remains or tribal resources.

The project site is currently improved with a vacant 22-story, approximately 250-foot high mixed use building of approximately 319,562 square feet of floor area, and a closed approximately 18,962 square foot public park. Compared to the CRA Approved Project, the Modified Project includes minimal additional construction associated with the automated steel parking structure and interior building renovations. As discussed in Section IV. C, Geology and Soils of the Draft Supplemental EIR, installation of the automated steel parking structure would not extend below the areas of prior excavations and thus the Modified Project's additional construction activities will present no potential to impact archaeological resources, paleontological resources, human remains, or tribal resources. In addition, in compliance with AB 52, the City of Los Angeles (lead agency) distributed AB 52 tribal consultation notices related to the Modified Project to tribes within the greater Los Angeles and Southern California region. No tribes on the NAHC tribal consultation list responded to the AB 52 tribal consultation notices. Therefore, because the Modified Project's minimal additional construction would not extend below the areas of prior excavations, the project site is not known to be associated with archaeological sites, and no tribes on the NAHC tribal consultation list have requested consultation, the probability for the discovery of an unknown site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe is considered low. As such, the Modified Project's additional construction activities would have no impact upon archaeological resources, paleontological resources, human remains, or tribal resources.

Furthermore, similar to the CRA Approved Project, the Modified Project would implement the standard City mitigation measure as Regulatory Compliance Measure CM E-1, which ensures

that Modified Project development will be halted if any archaeological or paleontological materials are encountered, a professional archaeologist or paleontologist will be secured to assess the resources and evaluate the impact, and any required archaeological or paleontological surveys, studies or reports shall be submitted to the UCLA Archaeological Information Center. Regulatory Compliance Measure CM E-1 would ensure that the Modified Project's impacts to archaeological resources, paleontological resources, and tribal resources would be less than significant. Additionally, the Modified Project would comply with Section 15064.5(d) of the CEQA Guidelines, Health and Safety Code Section 7050.5, and California Public Resources Code Section 5097.9, which address treatment of human remains in the event of accidental discovery, to ensure impacts to human remains would be less than significant. Therefore, the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to archaeological resources, paleontological resources, human remains or tribal resources.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would have a less than significant impact upon archaeological resources, paleontological resources, human remains, or tribal resources and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to archaeological resources, paleontological resources, human remains or tribal resources.

**d. Cumulative**

The Certified EIR for the CRA Approved Project concluded the CRA Approved Project would result in less than significant cumulative impacts to cultural resources. Impacts related to historic resources would be site-specific and would not be common to (nor shared with, in an additive sense) the impacts on other sites. No historical resources were found on the project site and the project site would continue to be physically and visually separated from the Selma – LaBaig Historic District. In addition, there are no related projects between the project site and the Selma – LaBaig Historic District. Therefore, the Modified Project would have no impact upon historical resources, and the Modified Project in combination with the related projects would not have the potential to impact the Selma – LaBaig Historic District.

Furthermore, impacts to archeological resources, paleontological resources, human remains, or tribal resources tend to be site specific and are assessed on a site-by-site basis. Similar to the Modified Project, each of the related projects would be subject to the CEQA review process to identify and assess the potential for discovery of archaeological resources, paleontological resources, human remains, and tribal resources within the respective area of impact. Related projects would also be required to initiate the AB 52 tribal consultation process with local tribal representatives to assess the potential likelihood of tribal resources in a given area as part of the CEQA review. Similar to the Modified Project, such determinations would be made on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. As such, impacts related to archaeological resources, paleontological resources, human remains, and tribal resources would be site-specific and would not be common to (nor shared with, in an additive sense) the impacts on other sites. Thus, cumulative impacts associated with the accidental discovery of archaeological resources, paleontological resources, human remains, or tribal resources would be reduced to less than significant levels with the incorporation of standard city measures. Therefore, the Modified Project and the related projects' cumulative archaeological resources, paleontological resources, human remains, and tribal resources impacts would be less than significant. Accordingly, consistent with the analysis in the Certified EIR for the CRA Approved Project, cumulative cultural resources impacts would be less than significant, and the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative cultural resources impacts.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's cumulative cultural resources impacts would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative cultural resources impacts.

## **2. Reference**

For a complete discussion of Cultural Resources see Sections IV.E Cultural Resources and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

### **E. Noise**

#### **1. Description**

##### **a. Operational Traffic Noise**

The Certified EIR concluded the CRA Approved Project would result in a less-than-significant noise impact related to increased traffic volumes. The Modified Project would result in a slight reduction to the CRA Approved Project's residential units and commercial floor area for retail and office spaces which, in turn, would alter the number of generated vehicle trips and traffic volumes that were analyzed in the Certified EIR. Thus, locations in the vicinity of the project site could experience slight changes in noise levels between the CRA Approved Project's operational traffic noise levels and the Modified Project's operational traffic noise levels. The Modified Project would increase local noise levels by a maximum of 0.1 dBA CNEL at all roadway segments with the exception of Gordon Street north of Sunset Boulevard, which would have an increase of 1.3 dBA. This increase would be below the 3 dBA significance threshold. Therefore, these increased noise levels from the Modified Project, consistent with the analysis in the Certified EIR for the CRA Approved Project, would not expose persons to or generation of noise levels in excess of established standards or result in a substantial temporary or permanent increase in ambient noise levels in the project vicinity. As such, the Modified Project would result in a less than significant impact related to operational traffic noise. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to operational traffic noise.

##### **b. Cumulative Operational Noise Impacts**

###### **(1) HVAC Equipment Noise**

The Certified EIR did not evaluate cumulative operational noise impacts from HVAC Equipment.

The Modified Project's operational noise impacts associated with the HVAC equipment would be less than significant due to noise attenuation and required compliance with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dBA. The related projects would also be required to comply with the regulations under Section 112.02 of the LAMC. Further, like the Modified Project the related projects would also be required to comply with the existing Noise Ordinance (Ordinance No. 144,331), which prohibits unnecessary, excessive, and annoying noise. Noise impacts are localized in nature and decrease substantially with distance. Accordingly, the cumulative operational noise impact analysis for HVAC Equipment Noise focused on the nearest related project. The Modified Project and the nearest related project, Related Project 46, located at 5901 Sunset Boulevard, immediately east of the project site, could potentially result in cumulative operational noise impacts from HVAC equipment to 1527 – 1533 ¾ Bronson Street (Sensitive

Receptor No. 9). The Modified Project's HVAC equipment would not increase existing ambient noise levels at the nearest sensitive receptors by 3 dBA or more. For Related Project 46, the HVAC mechanical equipment would be located at the roof level, approximately 15 stories above grade level. At this distance to 1527 – 1533  $\frac{3}{4}$  Bronson Street (Sensitive Receptor No. 9), the HVAC equipment noise would be imperceptible. Thus, the cumulative HVAC equipment noise from the Modified Project and Related Project 46, located at 5901 Sunset Boulevard, would not increase existing ambient noise levels by 3 dBA or more. Additionally, for the other related projects, there are intervening structures between the Modified Project and the related projects. Thus, the resulting stationary noise levels from the Modified Project and the related projects at nearby land uses would not increase existing ambient noise levels. Therefore, cumulative impacts from HVAC equipment noise would be less than significant.

Like the Modified Project, cumulative impacts from HVAC equipment noise would be less than significant for the No Automated Steel Parking Structure Alternative.

## **(2) Parking Structure Noise**

The Certified EIR did not evaluate cumulative operational noise impacts from the parking structure. Noise impacts are localized in nature and decrease substantially with distance. Accordingly, the cumulative operational noise impact analysis for parking structure noise focused on the nearest related project.

The Modified Project and the nearest related project, Related Project 46, located at 5901 Sunset Boulevard, immediately east of the project site, could potentially result in cumulative operational noise impacts from operations occurring in the above-ground components of the parking structures to nearby sensitive receptors. The Modified Project's parking structure, including the addition of the automated steel parking structure would not generate noise that would increase ambient noise levels at the nearby sensitive receptors by 3 dBA or more. Because of the distance between the Modified Project and Related Project 46's parking structure access points, and the orientation of the openings facing opposite directions, the cumulative noise from the Modified Project and Related Project 46's parking structures would not generate noise that would increase ambient noise levels at the nearby sensitive receptors by 3 dBA or more. Therefore, cumulative impacts from parking structure noise would be less than significant.

Like the Modified Project, the No Automated Steel Parking Structure Alternative and Related Project 46's parking structures would not generate noise that would increase ambient noise levels at the nearby sensitive receptors by 3 dBA or more. Therefore, cumulative impacts from parking structure noise would be less than significant.

## **(3) Noise from People**

The Certified EIR did not evaluate cumulative noise from people utilizing outdoor areas. Noise impacts are localized in nature and decrease substantially with distance. Accordingly, the cumulative operational noise impact analysis from people utilizing outdoor areas focused on the nearest related project.

The Modified Project and the nearest related project, Related Project 46, located at 5901 Sunset Boulevard, immediately east of the project site, could potentially result in cumulative operational noise impacts related to people utilizing the projects' outdoor areas. The Modified Project would result in less-than-significant impacts related to people utilizing the Modified Project's outdoor areas. Due to the orientation and shielding of Related Project 46's outdoor courtyards, the cumulative noise from people utilizing the Modified Project and Related Project 46's outdoor areas would not generate noise that would increase ambient noise levels at the nearby sensitive

receptors by 3 dBA or more. Therefore, the cumulative impacts from noise from people utilizing outdoor areas would be less than significant.

Like the Modified Project, the No Automated Steel Parking Structure Alternative and Related Project 46's outdoor areas would not generate noise that would increase ambient noise levels at the nearby sensitive receptors by 3 dBA or more. Therefore, the cumulative impacts from noise from people utilizing outdoor areas would be less than significant.

#### **(4) Cumulative Operational Traffic Noise**

The Certified EIR concluded the CRA Approved Project would result in significant and unavoidable impacts related to cumulative roadway noise. For the Modified Project, cumulative traffic-generated noise impacts have been assessed based on the difference between current roadway noise levels and future noise levels with the Modified Project and cumulative development. Cumulative development along with the Modified Project would increase local noise levels by a maximum of 1.4 dBA CNEL, which would not exceed the 3.0 dBA CNEL threshold. Because the resulting noise levels would be under 3 dBA, the resulting roadway noise level increase would not be considered significant. Therefore, compared to the analysis in the Certified EIR for the CRA Approved Project, the Modified Project and the related projects would not constitute a significant cumulative impact related to roadway noise.

Like the Modified Project, the No Automated Steel Parking Structure Alternative and the related projects would not constitute a significant cumulative impact related to roadway noise.

## **2. Reference**

For a complete discussion of Noise (Operational Traffic and Cumulative) see Sections IV.F Noise and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

### **F. Population and Housing**

#### **1. Description**

##### **a. Population and Employment Growth Forecasts of the RTP/SCS Due to Construction Jobs**

The Certified EIR for the CRA Approved Project did not provide construction job forecasts. While the Certified EIR did not discuss construction employment growth forecasts specifically, the Certified EIR concluded construction related population growth impacts as a result of the CRA Approved Project would be less than significant. As described in the Certified EIR for the CRA Approved Project, construction of the CRA Approved Project would result in increased employment opportunities during the CRA Approved Project's construction period. However, the Certified EIR determined the employment opportunities provided by the construction of the CRA Approved Project would not likely result in household relocation by construction workers to the vicinity of the project site. Thus, the Certified EIR concluded the generation of temporary construction jobs would not cause a permanent increase in local population.

To allow for the development of the Modified Project, minimal additional on-site construction is necessary associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations, including any renovations necessary to comply with the building code. It is anticipated that, due to different trades working at the project site at different times, the additional construction associated with the Modified Project would generate up to approximately 83 construction-related jobs on a daily basis during the Modified Project's additional three to four month construction period. With the Modified Project's minimal additional

construction activities, it is expected that less than 100 additional short-term construction jobs would be generated by the Modified Project. The CRA Approved Project was expected to generate up to 200 – 250 daily construction workers during the construction period. Therefore, the Modified Project's additional construction jobs are not a substantial increase to the total number of construction jobs previously anticipated for the CRA Approved Project.

The employment opportunities provided by the additional construction associated with the Modified Project are not likely to result in any household relocation by construction workers to the vicinity of the project site. Based on the temporary nature and relatively short duration of the construction work involved, it is anticipated that the construction work force would be filled by the local resident population and skilled labor positions that already exist within the greater Los Angeles region.

Additionally, the approximately 83 daily construction workers for the Modified Project's additional construction would represent approximately 0.06 percent of the total workers employed in the construction industry in Los Angeles County in December 2015. Therefore, the Modified Project's projected construction workers could be accommodated by the existing regional supply of construction workers. Further, it is highly unlikely that any construction workers would relocate their place of residence as a consequence of working on the additional construction for the Modified Project given the temporary nature and short duration of the construction work involved. Therefore, indirect population growth and employment growth impacts associated with construction of the Modified Project would be less than significant, which is consistent with the conclusions of the analysis in the Certified EIR for the CRA Approved Project. Accordingly, the proposed Modified Project would result in less than significant impacts to population growth and employment growth during construction and as compared to the CRA Approved Project, would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to indirect population growth and employment growth impacts during construction.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would result in less than significant impacts to population growth and employment growth during construction and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to indirect population growth and employment growth impacts during construction.

**b. Population and Employment Growth Forecasts of the RTP/SCS Due to Permanent Jobs**

The Certified EIR for the CRA Approved Project did not provide permanent job forecasts. While the Certified EIR did not discuss permanent employment growth forecasts specifically, the Certified EIR concluded that the CRA Approved Project would result in a less than significant impact with respect to population growth due to permanent jobs. The Certified EIR estimated the previous uses on the project site generated approximately 35 commercial retail jobs. The Certified EIR calculated the CRA Approved Project would be expected to generate approximately 181 employees at the project site, which resulted in a net increase of 146 jobs. As described in the Certified EIR for the CRA Approved Project, the jobs in the retail and restaurant industries do not generate indirect population growth within the region as such jobs are generally filled by residents that already reside within proximity to those jobs. As such, the Certified EIR concluded the CRA Approved Project's proposed uses would not generate substantial indirect population growth or demand for new housing.

The Modified Project would not induce substantial population growth as a result of providing permanent jobs on the project site. As compared to the CRA Approved Project, the Modified Project would result in a slight reduction to the amount of commercial floor area for retail and

office spaces. The Modified Project would be expected to generate approximately 128 net new employees and approximately 163 gross new employees at the project site. For comparative purposes, the Modified Project's net and gross increase in employment would be 18 fewer employees than estimated in the Certified EIR.

On a Citywide basis, the Modified Project's anticipated employment generation would be well within the anticipated employment growth of 472,700 new jobs expected between 2012 and 2040, based on the 2016-2040 RTP/SCS employment growth forecast. Furthermore, on a regional scale, the Modified Project's employment generation would be well within the anticipated employment growth of 2,432,000 new jobs expected between 2012 and 2040, based on the 2016-2040 RTP/SCS employment growth forecast. Therefore, the Modified Project's employees would be within the planned employment growth forecasts. Additionally, jobs in the retail and restaurant industries do not typically generate indirect population growth within the region as such jobs are generally filled by residents that already reside within proximity to those jobs. As such, the Modified Project would not generate substantial indirect population growth or demand for new housing, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. Accordingly, the Modified Project would result in less than significant impacts to population growth and employment growth during operation and as compared to the CRA Approved Project, would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to indirect population growth and employment growth impacts during operation.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would result in less than significant impacts to population growth and employment growth during operation and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to indirect population growth and employment growth impacts during operation.

#### c. Population Growth Due to Housing

The Certified EIR concluded that the CRA Approved Project would result in a less than significant impact with respect to population growth due to housing. As described in the Certified EIR for the CRA Approved Project, the CRA Approved Project would generate approximately 744 gross new residents to the project site or 722 net new residents to the project site. The Certified EIR stated, based on the forecast by the Los Angeles Citywide General Plan Framework EIR which the Hollywood Community Plan also utilized, the 722 net new residents would represent approximately 2.1 percent of the overall remaining population growth that was expected to occur in the Hollywood CPA between 2004 and 2010 and 0.4 percent of the overall population growth that was expected to occur in the City of Los Angeles between 2004 and 2010 based on the Regional Comprehensive Plan and Guide (RCPG). Thus, the Certified EIR determined the CRA Approved Project would be consistent with the population growth forecasts of the City's General Plan including the Hollywood Community Plan, and SCAG's RCPG.

Like the CRA Approved Project, the Modified Project would also directly increase population growth within the region as a result of the development of 299 new residential apartment units, including 269 market rate units and 15 affordable housing units at the "Very Low" income level (5 percent of total units). As compared to the CRA Approved Project, the Modified Project would result in a slight reduction to the CRA Approved Project's residential units (from 311 to 299), but would also provide affordable housing units. The provision of affordable housing is consistent with the goals and policies set forth in the City's RHNA and Housing Element.

The Modified Project is estimated to introduce approximately 693 net new or approximately 715 gross new permanent residents to the project site. For comparative purposes, the Modified Project's net and gross increase in residents would be 29 fewer residents than estimated in the



Certified EIR for the CRA Approved Project. On a regional scale, the Modified Project would represent less than 0.018 percent of the total population growth anticipated to occur within SCAG's regional population growth projection between 2012 and 2040, based on the 2016-2040 RTP/SCS. Accordingly, the population growth associated with the Modified Project is within the planned population growth for the citywide and regional population projections and consistent with the population growth forecasts of the City's General Plan and SCAG's 2016-2040 RTP/SCS.

Therefore, operation of the Modified Project would result in less than significant impacts related to population growth. As compared to the CRA Approved Project, the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to population growth impacts.

Like the Modified Project, operation of the No Automated Steel Parking Structure Alternative would result in less than significant impacts related to population growth and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to population growth impacts.

#### **d. Housing Growth Forecasts of the RTP/SCS**

The Certified EIR concluded that the CRA Approved Project would result in a less than significant impact with respect to housing growth. The CRA Approved Project would generate a net increase of 302 housing units. The Certified EIR stated the 311 gross increase of dwelling units generated by the CRA Approved Project would represent approximately 4.4 percent of the overall residences expected to be constructed in the Hollywood CPA between 2004 and 2010. The Certified EIR determined the increase of housing units generated by the CRA Approved Project would be consistent with the housing growth forecasts of the General Plan, the City's Framework Element, the City's Housing Element, the Community Plan, the Redevelopment Plan, and the Regional Comprehensive Plan and Guide (RCPG).

Similar to the CRA Approved Project, the Modified Project would serve to implement the residential goals and objectives of the Community Plan by providing a high-density mixed-use development along the Sunset Boulevard corridor, thus minimizing impacts on lower-density residential neighborhoods elsewhere in the project area. The Modified Project would be expected to generate approximately 290 net new dwelling units or 299 gross new dwelling units at the project site. For comparative purposes, the Modified Project's net and gross increase in dwelling units would be 12 fewer dwelling units than estimated in the Certified EIR.

The residential apartment units generated by the Modified Project would represent approximately 0.082 percent of the total housing growth anticipated to occur within the City of Los Angeles between 2012 and 2040, based on the 2016-2040 RTP/SCS housing growth forecast. On a regional scale, the Modified Project would represent approximately 0.02 percent of the total population growth anticipated to occur within SCAG's regional housing growth projection between 2012 and 2040, based on the 2016-2040 RTP/SCS housing growth forecast. As such, similar to the CRA Approved Project, the housing growth associated with the Modified Project is consistent with and has already been anticipated and planned for in the regional housing projections and would be consistent with the housing growth forecasts of the 2016-2040 RTP/SCS for the year 2040 and beyond. Consistent with the CRA Approved analyzed in the Certified EIR, the Modified Project would be consistent with applicable housing growth forecasts. Thus, the Modified Project's housing growth impacts would be less than significant. Therefore, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to housing growth impacts.

Like the Modified Project, the Modified Project's housing growth impacts would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to housing growth impacts.

**(1) Consistency with Regional Housing Policies**

The CRA Approved Project would be generally consistent with and would implement the growth and/or housing policies identified in SCAG's RCPG, the City's Framework Element, the City's Housing Element, the Community Plan, and the Redevelopment Plan.

Similar to the CRA Approved Project, the Modified Project would be generally consistent with and would implement the growth and/or housing policies identified in SCAG's 2016-2040 RTP/SCS, the City's General Plan Framework Element, the 2013 to 2021 Housing Element, the Community Plan, and the Redevelopment Plan. The 299 residential apartment units generated by the Modified Project would represent approximately 0.082 percent of the total housing growth anticipated to occur within the City of Los Angeles and approximately 0.02 percent of the total population growth anticipated to occur within SCAG's regional housing growth projection between 2012 and 2040, based on the 2016-2040 RTP/SCS housing growth forecast. Furthermore, the Modified Project would be consistent with the growth projections identified by SCAG, as well as the housing goals and policies for the Redevelopment Area pursuant the Redevelopment Plan. The Modified Project would be consistent with all applicable adopted City and regional housing plans, and the Modified Project's impacts related to the consistency with regional housing policies would be less than significant, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. Therefore, the Modified Project's housing growth impacts related to the consistency with regional housing policies would not substantially increase the housing growth impacts identified in the Certified EIR for the CRA Approved Project and the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to housing growth impacts and consistency with regional housing policies.

Like the Modified Project, the No Automated Steel Parking Structure's housing growth impacts related to the consistency with regional housing policies would not substantially increase the housing growth impacts identified in the Certified EIR for the CRA Approved Project and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to housing growth impacts and consistency with regional housing policies.

**e. Cumulative Impacts**

**(1) Population and Employment Growth Due to Construction Jobs**

The Certified EIR for the CRA Approved Project did not provide construction job forecasts and did not compare the CRA Approved Project combined with the related projects' employment generation during construction to job forecasts. The Certified EIR did state that while construction of the CRA Approved Project combined with the related projects would generate an increase in construction jobs, it was expected that most construction workers would already reside in the surrounding community or would commute from their existing place of residence. Therefore, the Certified EIR concluded a substantial number of permanent residents would not be generated as a result of the construction of the CRA Approved Project combined with the related projects, and therefore cumulative impacts would be less than significant.

Similar to the CRA Approved Project, construction of the Modified Project combined with the related projects would generate an increase in construction jobs in the project area. The Modified

Project's 100 additional short-term construction jobs would be within the planned construction employment growth projections for the region. Furthermore, the Modified Project's construction jobs would be very limited as compared to the number of construction jobs that would be generated during the construction periods for the related projects. In addition, because of the limited additional construction period for the Modified Project, the overlap of construction activities between the Modified Project and related projects would be expected to be minimal. Similar to the Modified Project, each of the related projects would be subject to the CEQA review process to identify and assess the potential for impacts related to population and employment growth due to construction jobs. Further through the environmental review the related projects would be reviewed to ensure that construction jobs would be within the planned construction employment growth projections for the region. As such, it is expected that the construction jobs generated by the Modified Project and the related projects would be within the total construction jobs projected for the region. Accordingly, the Modified Project and its related projects are not anticipated to exceed the construction employment growth projections stated within the 2016-2040 RTP/SCS from 2015 through 2040 at the regional level.

With regard to the number of cumulative construction workers for the Modified Project and the related projects, while the construction of the Modified Project combined with the related projects would generate an increase in construction jobs in the project area, skilled construction jobs are typically filled by the existing regional supply of construction workers. The Modified Project's additional 83 construction workers that would be on-site on a daily basis would represent approximately 0.06 percent of the existing regional supply of construction workers. Similar to the CRA Approved Project, it is anticipated that most construction workers would come from the existing construction industry workforce within Los Angeles County, and with contractors that already reside in the surrounding community or would commute from their existing place of residence within the region. The Modified Project's additional 83 construction workers that would be on-site on a daily basis for the additional three to four month construction period would be very limited as compared to the number of construction workers for the construction periods for the related projects. In addition, because of the limited additional construction period for the Modified Project, the overlap of construction activities between the Modified Project and related projects would be expected to be minimal. As a result, construction activities for the Modified Project are not anticipated to deplete the supply of available construction workers for a sufficient duration such that construction of the Modified Project and the related projects would require additional construction workers beyond the workforce supply available in Los Angeles County. As such, consistent with the CRA Approved Project, a substantial number of new permanent residents would not be generated as a result of the construction of the Modified Project combined with the related projects and impacts associated with cumulative population growth due to temporary jobs would be less than significant.

Thus, consistent with the Certified EIR's analysis of the CRA Approved Project, the Modified Project in combination with the identified related projects would result in less than significant cumulative impacts upon population and employment growth due to construction jobs. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative population and employment growth due to construction jobs.

Like the Modified Project, the No Automated Steel Parking Structure Alternative in combination with the identified related projects would result in less than significant cumulative impacts upon population and employment growth due to construction jobs and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative population and employment growth due to construction jobs.

## **(2) Population and Employment Growth Due to Permanent Jobs**

The Certified EIR for the CRA Approved Project did not provide permanent job forecasts and did not compare the CRA Approved Project combined with the related projects employment generation during operation to job forecasts. The Certified EIR did state that, similar to the construction jobs created, it was expected that the permanent jobs would be filled by employees already residing in the surrounding community or would commute from their existing place of residence. Therefore, the Certified EIR concluded a substantial number of permanent residents would not be generated as a result of the permanent jobs created by the CRA Approved Project combined with the related projects and cumulative impacts would be less than significant.

Similar to the CRA Approved Project, the Modified Project combined with the related projects would introduce new permanent jobs to the project area. The Modified Project plus the related projects would cumulatively contribute approximately 22,340 new employees to the project area. Of the 22,340 new cumulative employees, the Modified Project's 163 new employees would comprise approximately 0.7 percent. Additionally, the anticipated permanent employees in the Modified Project plus its related projects would represent approximately 4.73 percent of the total employment growth anticipated to occur within the City of Los Angeles between 2012 and 2040, based on the 2016-2040 RTP/SCS employment growth forecast. On a regional scale, the Modified Project plus its related projects would represent approximately 0.92 percent of the total employment growth anticipated to occur within SCAG's regional employment growth projection between 2012 and 2040, based on the 2016-2040 RTP/SCS employment growth forecast. Accordingly, the Modified Project and its related projects would not exceed the growth projections stated within the 2016-2040 RTP/SCS at a City or regional level. Therefore, the Modified Project and its related projects would be within the employment growth projections of the 2016-2040 RTP/SCS. As such, the cumulative employment growth associated with the Modified Project and the related projects is consistent with the employment growth forecasts and has already been anticipated and planned for.

Thus, consistent with the Certified EIR's analysis of the CRA Approved Project, the Modified Project in combination with the identified related projects would result in a less than significant cumulative impact related to population and employment growth due to permanent jobs. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative population and employment growth due to permanent jobs.

Like the Modified Project, the No Automated Steel Parking Structure Alternative in combination with the identified related projects would result in a less than significant cumulative impact related to population and employment growth due to permanent jobs and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative population and employment growth due to permanent jobs.

## **(3) Cumulative Population Growth**

The Certified EIR concluded the new residents generated from the CRA Approved Project and the related projects would be consistent with the population growth forecast for the Hollywood CPA and impacts associated with cumulative population growth would be less than significant.

For comparative purposes, the Modified Project and its related projects would generate 22,162 new residents as compared to the CRA Approved Project and its related projects' 14,137 new residents, though the residents resulting from the Modified Project and its related projects would

be spread over a larger area that goes beyond the Hollywood CPA.<sup>2</sup> The 722 new residents anticipated to be generated by the CRA Approved Project's 311 new residents' would represent an approximately 5.2 percent contribution of the 14,137 new cumulative residents in the Hollywood CPA. Compared to the CRA Approved Project, the 661 new residents anticipated to be generated by the Modified Project would represent approximately 3 percent of the 22,162 new cumulative residents both within and outside of the Hollywood CPA. Thus, the Modified Project would contribute a smaller percentage of cumulative residents than the CRA Approved Project.

With respect to residents, the Modified Project plus its related projects would represent approximately 2.9 percent of the total population growth anticipated to occur within the City of Los Angeles between 2012 and 2040, based on the 2016-2040 RTP/SCS population growth forecast. On a regional scale, the Modified Project plus its related projects would represent approximately 0.58 percent of the total population growth anticipated to occur within SCAG's regional population growth projection between 2012 and 2040, based on the 2016-2040 RTP/SCS population growth forecast. Accordingly, the Modified Project and related projects would not exceed the growth projection stated within the 2016-2040 RTP/SCS at a City or regional level. As such, similar to the CRA Approved Project, the cumulative population growth associated with the Modified Project and the related projects is consistent with the population growth forecasts and has already been anticipated and planned for.

Thus, consistent with the Certified EIR's analysis of the CRA Approved Project, the Modified Project in combination with the identified related projects would result in a less than significant cumulative impact related to population growth. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative population growth.

Like the Modified Project, the No Automated Steel Parking Structure Alternative in combination with the identified related projects would result in a less than significant cumulative impact related to population growth and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative population growth.

#### **(4) Cumulative Housing Growth**

The Certified EIR concluded the new residential units generated from the CRA Approved Project and related projects would be consistent with the housing growth forecast for the Hollywood CPA and impacts associated with cumulative housing growth would be less than significant.

The Modified Project plus its related projects involving residential developments would cumulatively contribute approximately 10,028 new residential units to the area. For comparative purposes, the Modified Project and the related projects increase in dwelling units would be 10,028 new dwelling units as compared to the CRA Approved Project and its related projects' 6,283 new dwelling units, though the residential units resulting from the Modified Project and its related projects would be spread over a larger area that goes beyond the Hollywood CPA.<sup>3</sup> As compared to the CRA Approved Project, the Modified Project would result in a reduction in the number of residential dwelling units (from 311 to 299). Furthermore, the CRA Approved Project's 311 new residential units would represent approximately 5 percent of the 6,283 new cumulative residential

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<sup>2</sup> The Certified EIR only analyzed the cumulative new residents located in the Hollywood CPA, while the Modified project's analysis analyzes the cumulative new residents located in a two mile radius, including related projects located outside the Hollywood CPA.

<sup>3</sup> The Certified EIR only analyzed the cumulative new residents located in the Hollywood CPA, while the Modified project's analysis analyzes the cumulative new residents located in a two mile radius, including related projects located outside the Hollywood CPA.

units in the Hollywood CPA. Compared to the CRA Approved Project, the Modified Project's 299 new residential units would represent approximately 3 percent of the 10,028 new cumulative residential units both within and outside of the Hollywood CPA. Thus, the Modified Project would contribute a smaller percentage of cumulative residential units than the CRA Approved Project.

Based on the 2016-2040 RTP/SCS housing growth projection for City of Los Angeles subregion, the remaining projected housing growth for the City would be 364,800 housing units between 2012 and 2040. The Modified Project and related projects would not exceed the growth projection stated within the 2016-2040 RTP/SCS at a City or regional level. As such, similar to the CRA Approved Project, the cumulative housing growth associated with the Modified Project and the related projects is consistent with the housing growth forecasts and has already been anticipated and planned for. Thus, consistent with the Certified EIR's analysis of the CRA Approved Project, the Modified Project in combination with the identified related projects would have a less than significant impact on cumulative housing growth. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative housing growth.

Like the Modified Project, the No Automated Steel Parking Structure Alternative in combination with the identified related projects would have a less than significant impact on cumulative housing growth and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative housing growth.

## **2. Reference**

For a complete discussion of Population, Housing, and Employment see Sections IV.E Population, Housing & Employment and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

### **G. Land Use Planning (Operation and Cumulative)**

#### **1. Description**

##### **a. Land Use Compatibility**

The Certified EIR concluded the CRA Approved Project would be substantially compatible with the surrounding land uses and land use compatibility impacts would be less than significant. As described in the Certified EIR, the design, height and massing of the CRA Approved Project would be consistent with existing development in the area and would improve upon the project site's current aesthetics. The Certified EIR concluded that the CRA Approved Project's 23-story structure (including ground floor and parking uses) are compatible with the surrounding 2- to 22-story commercial and multi-family residential buildings in this area of Hollywood.

The Modified Project would enhance a key public transportation center by providing high-density housing in a designated transit priority area. Consistent with SB 375, the Modified Project would also help revitalize the area by providing an example of "smart-growth" infill development consisting of a mixed-use residential building with office and neighborhood serving retail land uses. Furthermore, the Modified Project would include an approximate 18,962 square foot park, which would add much-needed green space and passive recreational open space opportunities for the neighborhood. The design, height and massing of the Modified Project would be consistent with those of the CRA Approved Project and the project site. The Modified Project is shorter than the CRA Approved Project (from 23 stories at 260 feet with a 65-foot parking podium to 22 stories at 250 feet with a 50-foot parking podium). In addition, consistent with the analysis in the Certified EIR, the project site is located on one of the largest mixed-use thoroughfares in the Hollywood

Area; Sunset Boulevard, and the Modified Project would continue to be compatible with the scale and massing of the other structures along Sunset Boulevard and the project site's immediate vicinity. Further, the project site's location in close proximity to Metro Red Line Stations located at Hollywood Boulevard and Vine Street and Hollywood Boulevard and Western Avenue would make it an appropriate place for a mixed-use, multiple-family residential project. Through its proposed uses and architectural form, the Modified Project would become fully integrated into the existing streetscape and community. Thus, the Modified Project would be substantially compatible with the surrounding land uses and land use compatibility impacts would be less than significant, which is consistent with the analysis in the Certified EIR. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to compatibility with the surrounding land uses and land use compatibility impacts.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would be substantially compatible with the surrounding land uses and land use compatibility impacts would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to compatibility with the surrounding land uses and land use compatibility impacts.

**b. Consistency with Regional Land Use Policies and Regulations**

**(1) Regional Comprehensive Plan**

The Certified EIR concluded that the CRA Approved Project would be consistent with the Regional Comprehensive Plan and Guide (RCPG) and result in a less than significant impact. The Modified Project would be substantially consistent with the applicable 2008 Regional Comprehensive Plan (2008 RCP) policies including providing housing in close proximity to jobs and services, offering a variety of housing options, and creating more livable and safer neighborhoods. The Modified Project would offer residential units located adjacent to major bus routes and Metro Red Line stations. The Modified Project's close proximity to commercial uses would also provide opportunities for pedestrian travel to nearby jobs. For these reason, land use impacts associated with the Modified Project's consistency with the 2008 RCP policies are considered less than significant, which is consistent with the analysis in the Certified EIR for the CRA Approved Project.

Like the Modified Project, land use impacts associated with the No Automated Steel Parking Structure Alternative's consistency with the 2008 RCP policies are considered less than significant, consistent with the analysis in the Certified EIR for the CRA Approved Project.

**(2) 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (2016-2040 RTP/SCS)**

The Certified EIR concluded that a less than significant impacts would occur with respect to population growth as the CRA Approved Project would be consistent with the population growth forecasts of the General Plan and the Regional Comprehensive Plan and Guide (RCPG). The Modified Project's net and gross increase in residents would be 29 fewer residents than estimated in the Certified EIR for the CRA Approved Project. Thus, the Modified Project reduces the number of new residents to the project site compared to the CRA Approved Project and the Modified Project would represent approximately 0.09 percent of the total population growth anticipated to occur within the City of Los Angeles and 0.018 percent of the total population growth anticipated to occur within region between 2012 and 2040, based on the 2016-2040 RTP/SCS. As compared to the CRA Approved Project, the Modified Project would result in a slight reduction to the CRA Approved Project's residential units (from 311 to 299). The 299 residential apartment units generated by the Modified Project would represent approximately 0.08 percent of the total housing growth anticipated to occur within the City of Los Angeles between 2012 and 2040. On a regional

scale, the Modified Project would represent approximately 0.02 percent of the total population growth anticipated to occur within SCAG's regional housing growth projection. As such, it is reasonable to conclude that the housing growth associated with the Modified Project has already been anticipated and planned for in the citywide and regional housing projections and would be consistent with the housing growth forecasts of the General Plan and 2016-2040 RTP/SCS. Therefore, the Modified Project's residents would be well within SCAG's population projection for the subregion and land use consistency impacts would be less than significant, which is consistent with the analysis in the Certified EIR.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's residents would be well within SCAG's population projection for the subregion and land use consistency impacts would be less than significant, which is consistent with the analysis in the Certified EIR.

### **(3) South Coast Air Quality Management District**

The Certified EIR concluded a less than significant impact would occur related to consistency with the AQMP. Consistent with the CRA Approved Project, the Modified Project would result in a less than significant impact with respect to Air Quality as it would not conflict with or obstruct implementation of the AQMP.

Consistent with the CRA Approved Project and the Modified Project, the No Automated Steel Parking Structure would result in a less than significant impact with respect to Air Quality as it would not conflict with or obstruct implementation of the AQMP.

### **(4) Regional Water Quality Control Board**

The Certified EIR concluded that impacts related to consistency with the Regional Water Quality Control Board (RWQCB) regulatory requirements would be less than significant. As described in the Certified EIR, the CRA Approved Project would prepare a Storm Water Pollution Prevention Plan (SWPPP), implement the best management practices (BMPs) in the SWPPP, and comply with the City's surface water discharge requirements. Consistent with the CRA Approved Project, the Modified Project would obtain a National Pollution Discharge Elimination System (NPDES) statewide General Construction Activity Permit from the RWQCB, prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to any construction activity, implement effective best management practices (BMPs) to minimize water pollution to the maximum extent practical, and the final drainage plans would be required to provide structural or treatment control BMPs to mitigate (infiltrate or treat) storm water runoff. Implementation of the BMPs in the project SWPPP and compliance with the City's surface water discharge requirements would ensure that the Modified Project's construction would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. As such the Modified Project would be consistent with the applicable water quality policies of the RWQCB and impacts upon water quality would be less than significant, which is consistent with the analysis in the Certified EIR for the CRA Approved Project.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would be consistent with the applicable water quality policies of the RWQCB and impacts upon water quality would be less than significant, which is consistent with the analysis in the Certified EIR for the CRA Approved Project.

### **(5) Congestion Management Plan**

The Certified EIR concluded a less than significant impact related to consistency with the Congestion Management Plan (CMP) would occur. The Modified Project's Traffic Study, which is presented in greater detail in Section IV.K.1 (Traffic/Transportation) of the Draft Supplemental



EIR, was prepared in accordance with the County of Los Angeles CMP and City of Los Angeles Department of Transportation (LADOT) Guidelines. As discussed in Section IV.K.1 of the Draft Supplemental EIR, the Modified Project would not significantly impact any CMP roadway segments or freeway on-/off-ramps. Therefore the Modified Project would be consistent with the CMP and the prior conclusion of the Certified EIR for the CRA Approved Project.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would be consistent with the CMP and the prior conclusion of the Certified EIR for the CRA Approved Project.

**c. Consistency with Local Land Use Policies and Regulations**

**(1) Framework Element**

As described in the Certified EIR, the CRA Approved Project would promote the general goals and policies of the Community Plan as it would encourage and contribute to the economic and social and physical health, safety, welfare, and convenience of the Community. Thus, the Certified EIR concluded a less than significant impact would occur with respect to consistency with the Hollywood Community Plan.

The Modified Project would be generally consistent with the General Plan Framework Land Use Chapter because it is located within a transit priority area, which would encourage visitors of the commercial uses and residents of the apartment units to use public transportation services and add green space and passive recreational open space opportunities for the neighborhood. The Modified Project's consistency with specific Goals and Objectives of the General Plan Framework Land Use Chapter are discussed in detail in Section IV.H, Land Use Planning, of the Draft Supplemental EIR. As detailed therein, the Modified Project would be consistent with the applicable objectives in the General Plan Framework Land Use Chapter. Therefore, no significant impacts related to consistency with the General Plan Framework Element would occur, which is consistent with the conclusion in the Certified EIR for the CRA Approved Project.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would be consistent with the applicable objectives in the General Plan Framework Land Use Chapter and no significant impacts related to consistency with the General Plan Framework Element would occur, consistent with the conclusion in the Certified EIR for the CRA Approved Project.

**(2) Hollywood Community Plan**

The Certified EIR concluded a less than significant impact would occur with respect to consistency with the Hollywood Community Plan. As described in the Certified EIR, the CRA Approved Project would promote the general goals and policies of the Community Plan as it would encourage and contribute to the economic and social and physical health, safety, welfare, and convenience of the Community.

The Modified Project is proposing a General Plan Amendment which would unify the Land Use Designations across the project site to Regional Center Commercial, allowing for floor area averaging and the provision of a public park; and bring the Land Use Designations into conformance with the requested Zone Change and Height District Change. The mixed-use nature of the Modified Project would serve to balance growth and stability by providing a mix of both jobs and housing in an underutilized area of Hollywood. The proposed mixed-use project would promote the general goals and policies of the Community Plan. A detailed analysis of the consistency of the Modified Project with the applicable objectives and policies of the Hollywood Community Plan is presented in Section IV.H, Land Use Planning, Table IV.H-3, of the Draft Supplemental EIR. As with the CRA Approved Project, the Modified Project would be consistent

with the City's goals of encouraging development around transit systems and would promote the renewal and rehabilitation of an underutilized area. The addition of community-serving retail uses and housing to the area would enhance the positive characteristics of the neighborhood. Therefore, no significant impacts related to consistency with the Community Plan would occur, which is consistent with the analysis in the Certified EIR for the CRA Approved Project.

Like the Modified Project, for the No Automated Steel Parking Structure Alternative no significant impacts related to consistency with the Community Plan would occur, which is consistent with the analysis in the Certified EIR for the CRA Approved Project.

### **(3) Air Quality Element**

The Certified EIR concluded the CRA Approved Project would not conflict with the Air Quality Element of the General Plan. The Modified Project would support the goals of the Air Quality Element of the General Plan by developing a mixed-use residential apartment and commercial complex in proximity to transit. Additionally, the Modified Project would: implement an employer and site based Transportation Demand Management (TDM) program; incentivize carpooling; provide electric vehicle ready parking spaces and electric vehicle-charging stations; include bicycle parking spaces; and implement sustainable strategies. Thus, the Modified Project would not conflict with the Air Quality Element of the General Plan and is consistent with the analysis of the CRA Approved Project in the Certified EIR.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would not conflict with the Air Quality Element of the General Plan and is consistent with the analysis of the CRA Approved Project in the Certified EIR.

### **(4) Conservation Element**

The Certified EIR concluded that the CRA Approved Project would be consistent with the Conservation Element of the General Plan. The project site and vicinity contain no significant biological resources and the Modified Project would not have a significant impact on biological, cultural, or historical resources. The Modified Project would include measures (required by the LAMC) to prevent the destruction of any cultural or historical resources should they be found during construction of the Modified Project. Therefore, as with the CRA Approved Project, the Modified Project would be substantially consistent with the Conservation Element of the City of Los Angeles General Plan and the analysis in the Certified EIR.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would be substantially consistent with the Conservation Element of the City of Los Angeles General Plan and the analysis in the Certified EIR.

### **(5) Housing Element**

The Certified EIR concluded that the CRA Approved Project would be substantially consistent with the Housing Element of the General Plan and would not conflict with any of the policies contained therein. The Modified Project would be consistent with many objectives of the Housing Element including providing housing in close proximity to jobs and services, offering a variety of housing options, and creating more livable and safer neighborhoods. The Modified Project would offer residential units located adjacent to major bus routes and Metro Red Line stations. The Project's close proximity to commercial uses would also provide opportunities for pedestrian travel to nearby jobs. In addition, the Modified Project would be a safe project for residents and the community. Therefore, consistent with the analysis in the Certified EIR, the Modified Project would be substantially consistent with the Housing Element and would not conflict with any of the policies contained therein.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would be substantially consistent with the Housing Element and would not conflict with any of the policies contained therein.

#### **(6) Safety Element**

The Certified EIR concluded, as the Safety Element is concerned with reducing risks to the maximum extent feasible and does not require risks to be absolutely eliminated, the CRA Approved Project would be substantially consistent with the Safety Element of the General Plan. The Modified Project would not be associated with risks including earthquakes, floods, fires, lead, asbestos, and underground storage tanks. Furthermore, the Modified Project would implement both LAMC-required mitigation and project mitigation measures to reduce any risks to less-than-significant levels. As the Safety Element is concerned with reducing risks to the maximum extent feasible, the Modified Project would be substantially consistent with the Safety Element and the analysis in the Certified EIR.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would be substantially consistent with the Safety Element and the analysis in the Certified EIR.

#### **(7) Mobility Plan 2035**

The Certified EIR concluded that the CRA Approved Project would not conflict with the Transportation Element of the City of Los Angeles General Plan. The Modified Project would be consistent with the goals of the Mobility Plan 2035, specifically: ensuring that 90 percent of households have access within one mile to the Transit Enhanced Network by 2035; ensuring that 90 percent of all households have access within one-half mile to high quality bicycling facilities by 2035; and increasing the combined mode split of persons who travel by walking, bicycling or transit to 50 percent by 2035. Therefore, consistent with the analysis in the Certified EIR, the Modified Project would not conflict with the Mobility Plan of the City of Los Angeles General Plan.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would not conflict with the Mobility Plan of the City of Los Angeles General Plan.

#### **d. Hollywood Redevelopment Plan Consistency**

The Certified EIR concluded the CRA Approved Project would not conflict with the Redevelopment Plan and would result in less than significant land use impacts. As detailed in Section IV.H, Land Use Planning, Table IV.H-4, of the Draft Supplemental EIR, the Modified Project would serve to implement several Redevelopment Plan goals and objectives. The mixed-use nature of the project would promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors. The Modified Project's mixed-use nature would also enable residents to live and work in Hollywood and would also serve to reduce regional traffic congestion. The Modified Project would provide 299 residential apartment units with 5 percent of the total units (15 units) reserved for the "Very Low" income level. The Modified Project's housing component would provide housing opportunities and increase the supply of market rate and affordable housing within the Redevelopment Plan Area.

The project site's location in proximity to public transportation systems would further promote sound development practices. As with the CRA Approved Project, the Modified Project proposes a public park. The Modified Project's public park would directly promote and encourage development of recreational facilities and open spaces necessary to support attractive residential neighborhoods and commercial centers. Therefore, consistent with the analysis in the Certified EIR, the Modified Project would not conflict with the Redevelopment Plan, and land use impacts would be less than significant. Accordingly, as compared to the CRA Approved Project, the

proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with the Redevelopment Plan.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would not conflict with the Redevelopment Plan, and land use impacts would be less than significant and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with the Redevelopment Plan.

**e. Open Space Requirements**

As with the CRA Approved Project, the Modified Project is subject to the open space requirement for six or more residential units. The Certified EIR determined the CRA Approved Project would fall short of providing the required open space area. However, the Certified EIR stated that with the approval of the variance, the CRA Approved Project would conform to the requirements of the LAMC. As with the CRA Approved Project, the Modified Project would fall short of providing the required open space area. In order to permit the open space proposed, the Applicant is requesting an Affordable Housing On-Menu Incentive, per LAMC Section 12.22 A.25(f)(6), to allow a 20 percent decrease in the total amount of open space required by Code. Therefore, in conjunction with the On-Menu Incentive and consistent with the analysis in the Certified EIR, the Modified Project would conform to the open space requirements of the LAMC, and land use impacts associated with the provision of open space would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with the open space requirements of the LAMC.

Like the Modified Project, land use impacts associated with the provision of open space for the No Automated Steel Parking Structure Alternative would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with the open space requirements of the LAMC.

**f. Parking**

The Certified EIR concluded the CRA Approved Project would conform to LAMC parking requirements with the approval of requested actions and, thus, impacts would be less than significant with mitigation incorporated. The Modified Project is requesting confirmation of compliance with Affordable Housing Reduced Parking Option 1 for all residential units under LAMC Section 12.22 A.25(d)(1). In addition, pursuant to LAMC Section 12.21.A.4, a 10 percent reduction in residential parking spaces and a 20 percent reduction to the commercial parking spaces is allowed under the Municipal Code's bicycle parking reduction provision where automobile parking spaces required by the Code are replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces. As detailed in Section IV.H, Land Use Planning, of the Draft Supplemental EIR, the Modified Project would provide sufficient vehicle and bicycle parking to conform to LAMC requirements, and impacts would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with the parking requirements of the LAMC.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would provide sufficient vehicle and bicycle parking with the adoption of an ordinance to reduce the clear space required at structural elements in the Modified Project's parking structure and to allow up to 66 percent of the Modified Project's parking stalls to be compact parking stalls, which would conform to LAMC requirements, and impacts would be less than significant. Accordingly, the No

Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with the parking requirements of the LAMC.

**g. Hollywood Signage Supplemental Use District Consistency**

The Certified EIR did not analyze the CRA Approved Project's consistency with the Hollywood Signage Supplemental Use District (SUD). However, the Certified EIR concluded that with implementation of mitigation measures, the CRA Approved Project's land use impacts would be less than significant.

Compared to the CRA Approved Project, the Modified Project proposes a reduction to the signage program by eliminating one sign and providing only one approximately 1,205 square-foot supergraphic sign located on the southwest corner of the podium structure at Sunset Boulevard and Gordon Street facing south. The Modified Project's one supergraphic sign would comply with all the requirements of the prior Hollywood Signage SUD Ordinance No. 176,172, pursuant to the grandfathering rights set forth in Section K.2 of the Amended Hollywood Signage SUD Ordinance No. 181,340. In addition to off-site advertising, consistent with the CRA Approved Project, the Modified Project would include informational signage to identify the proposed on-site uses and retail establishments, and directional signage to inform people of the appropriate parking areas, vehicular and pedestrian ingress/egress patterns, and emergency evacuation routes, as appropriate. Moreover, the Modified Project is consistent with the Amended Design for Development for Signs in Hollywood (Amended Sign DFD), which was adopted by the CRA Board on January 20, 2005. Similar to the CRA Approved Project, the Modified Project's proposed signage plan would comply with the LAMC Sign Regulations (Article 4.4, Section 14.4.) and the specific provisions identified by the Amended Hollywood Signage SUD and the Amended Sign DFD.

Therefore, the Modified Project would be consistent with the Hollywood Signage Supplemental Use District and the Amended Sign DFD, and land use impacts would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with the Hollywood Signage Supplemental Use District and Amended Sign Supplemental Use District.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would be consistent with the Hollywood Signage Supplemental Use District and the Amended Sign DFD, and land use impacts would be less than significant and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with the Hollywood Signage Supplemental Use District and Amended Sign Supplemental Use District.

**h. ZI No. 2427 and Clean Up Green Up Ordinance**

Both ZI No. 2427 (Freeway Adjacent Advisory Notice for Sensitive Uses) and the Clean Up Green Up Ordinance 184,246 became effective after the Certified EIR was prepared. As such, the Certified EIR did not address the CRA Approved Project's consistency with ZI No. 2427 or the Clean Up Green Up Ordinance.

Consistent with ZI No. 2427's recommendation to reduce exposure through project design, the Modified Project would reduce exposure to air pollution from the proximity to freeway through the design and orientation of the residential uses such that they are located on the portions of the project site furthest from the freeway. Furthermore, as provided for in PDF IV-H-1, the Modified Project is consistent with ZI-No. 2427's recommendation to improve indoor air quality with MERV-

rated or HEPA Air Filtration Equipment. The Modified Project will at minimum install and maintain air filters meeting the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11. Additionally, as may be required, the Modified Project will be consistent with the Clean Up Green Up Ordinance requirement to provide MERV 13 filters in regularly occupied areas of mechanically ventilated buildings within 1,000 feet of a freeway. Therefore, with the Modified Project's location of the residential uses and the installation and maintenance of MERV11 filters at minimum, the Modified Project would be consistent with ZI No. 2427 and would result in less than significant land use impacts. In addition, the Modified Project will be consistent with the Clean Up Green Up Ordinance as may be required. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with ZI No. 2427 and the Clean Up Green Up Ordinance.

Like the Modified Project, the No Automated Steel Parking Structure Alternative will be consistent with ZI No. 2427 and the Clean Up Green Up Ordinance as may be required and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with ZI No. 2427 and the Clean Up Green Up Ordinance.

#### i. Cumulative Impacts

The Certified EIR determined no significant cumulative land use impacts were anticipated. Cumulative land use impacts could occur if other related projects in the vicinity of the project site would result in land use incompatibility effects in conjunction with the impacts of the Modified Project. As with the CRA Approved Project, the Modified Project would implement important local and regional goals and policies for the Hollywood area, which would assist the City of Los Angeles in achieving short- and long-term planning goals and objectives. Future development associated with the related projects would support the redevelopment of the Hollywood area, which is consistent with SCAG and City policies for promoting more intense land uses adjacent to transit stations and job centers, providing a variety of housing options, and increasing the diversity of uses. Furthermore, all related projects would be subject to the same applicable planning documents as the Modified Project, specifically with respect to the Hollywood Community Plan, the Planning and Zoning Code, the Hollywood Redevelopment Plan, and the other regional land use plans. All of the related projects would need to demonstrate consistency with the development standards in those applicable planning documents in order to be approved. Therefore, no significant cumulative land use and planning impacts are anticipated, and cumulative impacts would be considered less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts relevant to land use.

Like the Modified Project, for the No Automated Steel Parking Structure Alternative cumulative impacts would be considered less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts relevant to land use.

## 2. Project Design Features

The following Project Design Feature is relevant to Land Use Planning:

**PDF IV-H-1:** The Modified Project shall install air filtration systems in compliance with the minimum MERV filtration rating requirements of ZI. No. 2427 and Clean Up Green Up Ordinance (Ord. No. 184,245), as applicable to the Modified Project's proposed land uses and regularly occupied areas.

### **3. Reference**

For a complete discussion of Land Use Planning (Operation and Cumulative) see Sections IV.H Land Use Planning and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

#### **H. Public Utilities (Water, Wastewater, Energy, Cumulative)**

##### **1. Description**

###### **a. Water**

###### **(1) Construction**

The Certified EIR concluded the project area for the CRA Approved Project was supported by adequate potable water infrastructure and that related impacts resulting from the CRA Approved Project would be less than significant during project construction. The Certified EIR stated that although the development of new service connections for the CRA Approved Project may occasionally result in service interruptions in water services for existing customers, temporary and short-term disruptions in local water service during the construction period would be limited, and any associated impacts would be less than significant.

Compared to the CRA Approved Project, construction of the Modified Project would include minimal additional construction for the installation and retrofitting for the new automated steel parking structure and interior building renovations. The Modified Project's additional construction period would last approximately four months, which is not a substantial increase from the CRA Approved Project's construction timeline. Similar to the CRA Approved Project, the Modified Project is also served by sufficient water conveyance infrastructure as the infrastructure in the vicinity of the project site has not substantially changed since the Certified EIR. Because the Modified Project's additional construction period would involve minimal water demand, the Modified Project's water demand during the additional construction period would be accommodated by the water conveyance infrastructure. Thus, the water demand during the additional construction period for the Modified Project would not result in a substantial increase to the water demand for construction of the CRA Approved Project.

Therefore, consistent with the analysis in the Certified EIR for the CRA Approved Project, the Modified Project's construction would not require the construction of new water treatment facilities or storm water drainage facilities and sufficient water supplies are available to serve the Modified Project from existing entitlements and resources during construction. Accordingly, the Modified Project would result in a less than significant impact with respect to water resources and/or water conveyance infrastructure for construction. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to water resources/water conveyance infrastructure for construction.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would result in a less than significant impact with respect to water resources and/or water conveyance infrastructure for construction and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to water resources/water conveyance infrastructure for construction.

## **(2) Operation**

### **(a) Water Conveyance Infrastructure for Operation**

The Certified EIR stated the CRA Approved Project's water consumption (quantity, size, and type of infrastructure) would be determined by the CRA Approved Project applicant's Engineering consultants based on the Los Angeles Department of Building and Safety and applicable building code requirements. The Certified EIR also explained that the on-site (sprinkler system and private fire hydrants) and off-site (public fire hydrants) fire flow demands would be determined based on the Los Angeles City Fire Department (LAFD) and applicable building code requirements. Finally, the Certified EIR stated once a determination of the project's domestic and fire demands has been made, LADWP would assess the need for additional facilities. During construction of the vacant 22-story, approximately 250-foot high mixed-use building and closed approximately 18,962 square-foot public park on the project site, a new fire hydrant was installed on Sunset Boulevard as required by the LAFD.

Similar to the CRA Approved Project, final fire flow requirements for the Modified Project would be verified during the review and approval process for the Modified Project before a certificate of occupancy is issued. Overall, the Modified Project would be expected to follow the same process of water demand and need as the CRA Approved Project. However, it is not expected that any further improvements or additional facilities to the water system serving the project site or surrounding area would be needed for the Modified Project because it is expected that all required improvements to the water system were previously conducted during construction of the vacant building and closed public park on the project site. The modifications required for the Modified Project are not expected to require any additional water conveyance infrastructure, including water facilities and storm water drainage facilities, during operation from that which was necessary for the CRA Approved Project. Therefore, impacts to water conveyance infrastructure during the operation of the Modified Project would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to water conveyance infrastructure during operation.

Like the Modified Project, impacts to water conveyance infrastructure during the operation of the No Automated Steel Parking Structure Alternative would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to water conveyance infrastructure during operation.

### **(b) Water Demand**

Under the provisions defined in Section 10910-10915 of the State Water Code, the CRA Approved Project was not subject to a Water Supply Assessment (WSA). The Certified EIR concluded the CRA Approved Project's impacts would be less than significant related to increasing water demands within the LADWP service area during operation of the CRA Approved Project.

The Modified Project involves overall reductions to the water demand generating land uses analyzed for the CRA Approved Project, and consistent with the CRA Approved Project, a WSA is not required for the Modified Project. The Modified Project is estimated to generate a net demand of 48,999 gallons per day (gpd) or 55 acre-feet of water per year (AFY) and a gross demand of 60,138 gpd or 68 AFY and the Modified Project's net and gross increase in water demand would be less than the CRA Approved Project's net and gross increase in water demand. In addition, since the Modified Project's population, housing, and employment growth projections are within the forecasts of the 2015 UWMP, it is anticipated that the Modified Project's water demands are within the LADWP's 25-year water demand growth projected in the 2015 UWMP. Therefore, the Modified Project's water demand would be consistent with the conclusion for the



CRA Approved Project and would not substantially increase the water demand impacts identified in the Certified EIR for the CRA Approved Project.

Although water supplies are currently available and adequate to serve the needs of the Modified Project, several factors affect the long-term availability of projected water supplies for the City of Los Angeles as a whole. As such, the Modified Project would implement City of Los Angeles water conservation measures including Regulatory Compliance Measures CM I.1-1, CM I.1-2; and Certified EIR Code-Required Measure I.1-1 and Certified EIR Code-Required Measure I.1-2(Regulatory Compliance Measures), which ensure that the Modified Project would: comply with the City's Low Impact Development Ordinance (City Ordinance No. 181,899) and implement Best Management Practices that have stormwater recharge or reuse benefits as applicable; provide a reduction of overall use of potable water by 20 percent from that allowed under the California Building Code (CBC), pursuant to City Ordinance No. 181,480; comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance; state that if conditions dictate LADWP may postpone new water connections for the Modified Project until water supply capacity is adequate. With implementation of the regulatory compliance measures, the Modified Project's impact upon water demands within the LADWP service area would be less than significant, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. Moreover, the estimated water demands associated with the Modified Project during operation are less than the estimated water demands associated with operation of the CRA Approved Project. Therefore, sufficient water supplies are available to serve the Modified Project from existing entitlements and resources. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to water demands during operation.

Like the Modified Project, the No Automated Steel Parking Structure's impact upon water demands would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to water demands during operation.

### **(3) Cumulative**

The Certified EIR did not calculate the water demand of the CRA Approved Project and related projects totals, but stated the projected water supplies included in the 20-year projection contained in the 2005 UWMP would be expected to meet water demands associated with the CRA Approved Project and the demands of the related projects. Therefore, the Certified EIR concluded impacts to water service and regional supplies would be less than significant.

Implementation of the Modified Project in conjunction with cumulative development within the City of Los Angeles would further increase cumulative demands for water supplies in the LADWP service area. The gross water demand of Modified Project and related projects totals approximately 4,178,261.2 gpd or 4.2 mgd. In terms of the City's overall water supply condition, the water demands for projects that are consistent with the City's General Plan have been taken into account in the planned growth of the Water System. For projects that are not consistent with the General Plan or that meet the requirements established in Sections 10910-10915 of the State Water Code, a Water Supply Assessment report demonstrating sufficient water availability would be required on a project-by-project basis.

As discussed in Section IV.G Population and Housing, of the Draft Supplemental EIR the Modified Project and the related projects would not exceed the growth projections stated within the 2016-2040 RTP/SCS. Because demographic data, including growth forecasts, from SCAG are used in the LADWP's forecasting future water demand growth in the 2015 UWMP, the LADWP's water supplies would meet the projected water demand associated with the Modified Project and the

related projects. As such, the Modified Project and the related projects would result in a less than significant cumulative impact related to water resources, which is consistent with the CRA Approved Project and would not substantially increase the cumulative water demand impacts identified in the Certified EIR for the CRA Approved Project.

In addition, the analysis of the Modified Project's impacts to water resources impacts concluded that the Modified Project would result in less than significant impacts, which is consistent with the conclusion for the CRA Approved Project provided in the Certified EIR. Further, the Modified Project's contribution to cumulative water resources impacts will be less than the CRA Approved Project's contribution to cumulative water resources impacts because, the water demand associated with the Modified Project's operations is less than the CRA Approved Project's water demand from operations. The Certified EIR concluded that the CRA Approved Project would result in less than significant cumulative impacts to water resources, and the Modified Project would serve to further reduce those impacts. Therefore, the Modified Project's cumulative impact to water resources also would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts relevant to water resources.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's cumulative impact to water resources would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts relevant to water resources.

#### **b. Wastewater**

The Certified EIR concluded the CRA Approved Project would result in a less than significant impact related to wastewater treatment and/or conveyance infrastructure. Nevertheless, the Certified EIR stated, should insufficient capacity exist, the applicant would be required to build a secondary line to connect to the flow to the nearest lines with capacity to serve the project. However, no additional lines were necessary for the construction of the vacant 22-story, approximately 250-foot high mixed-use building and closed approximately 18,962 square-foot public park on the project site.

The Modified Project is anticipated to generate approximately 40,040 gallons per day (gpd) of net wastewater, or 14.6 million gallons annually and approximately 49,439 gpd of gross wastewater, or 18 million gallons annually. The Modified Project's gross increase in wastewater generation would be 49,439 gpd of wastewater, or 18 million gallons annually as compared to the CRA Approved Project's gross increase of 58,362 gpd of wastewater, or 21.3 million gallons annually. For comparative purposes, the Modified Project's net and gross increase in wastewater generation would be less than the CRA Approved Project's net and gross increase in wastewater generation.

No further improvements to the wastewater system, including installation of a secondary line, serving the project site or surrounding area are anticipated to be required as a result of the Modified Project, as the modifications under the Modified Project would decrease wastewater flows as compared to the CRA Approved Project and the vacant 22-story, approximately 250 foot high mixed use building and closed approximately 18,962 square foot public park on the project site did not require improvements to the wastewater system. The Modified Project's projected gross increase of 49,439 gpd is within the gross increase estimated for the CRA Approved Project, and would represent a fraction of one percent of the excess treatment capacity presently available at the Hyperion Treatment Plant (450 mgd). Similar to the CRA Approved Project, sewage generated by the Modified Project would continue to be conveyed and treated at the Hyperion Treatment Plant, which has adequate capacity to accommodate the increased wastewater flows.

Thus, the Regional Water Quality Control Board (RWQCB) treatment standards area would be maintained and impacts would be less than significant, which is consistent with the analysis in the Certified EIR for the CRA Approved Project.

Similar to the CRA Approved Project, water conservation measures required by City ordinance (e.g., installation of low flow toilets and plumbing fixtures that prevent water loss, limitations on hose washing of driveways and parking areas, etc.) would be implemented as part of the Modified Project and would help reduce the amount of wastewater generated by the Modified Project. As such, these measures would further reduce Modified Project impacts with respect to the wastewater treatment capacity. Furthermore, implementation of Regulatory Compliance Measure CM I.2-1, which ensures compliance with the 2010 L.A. Green Code, would further reduce the Modified Project's less than significant impacts related to wastewater services. Therefore, consistent with the analysis in the Certified EIR for the CRA Approved Project, the Modified Project would be consistent with the wastewater treatment requirements of the RWQCB, there is adequate capacity to serve the Modified Project, and the Modified Project would not require the construction of new wastewater treatment facilities or expansion of existing facilities. Accordingly, impacts with respect to the existing wastewater infrastructure would be less than significant. Moreover, the wastewater generation of the Modified Project is less than the wastewater generation of the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to wastewater services.

Like the Modified Project, impacts with respect to the existing wastewater infrastructure for the No Automated Steel Parking Structure Alternative would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to wastewater services.

### **(1) Cumulative**

The Certified EIR determined the cumulative sewage generation with the related projects would be within the excess treatment capacity currently available and projected at HTP. Therefore, the Certified EIR concluded cumulative impacts on wastewater services would be less than significant.

The total gross sewage generation by the related projects and the Modified Project would be approximately 3,398,543.8 gpd, or about 3.4 mgd. The cumulative sewage generation for the Modified Project and the related projects would represent approximately 0.6 percent of HTP's daily effluent capacity (550 mgd), or approximately 1.7 percent of HTP's current excess capacity (190 mgd). Similar to the CRA Approved Project and its related projects' cumulative sewage generation, these increases would be well within the excess treatment capacity currently available and projected to be available at HTP. While the total sewage generation by the related projects and the Modified Project would be more than the total sewage generation analyzed in the Certified EIR for the previous list of related projects and the CRA Approved Project (from 1,260,662 gpd, or about 1.2 mgd to 3,398,543.8 gpd, or about 3.4 mgd), sewage generated by the Modified Project would contribute approximately 1.5 percent of the total cumulative sewage generation created by the related projects. The Modified Project in combination with the related projects would not require the construction of new wastewater treatment facilities or the expansion of existing wastewater treatment facilities.

Furthermore, the analysis of the Modified Project's impacts to wastewater services concluded that the Modified Project would result in a less than significant impacts, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. In addition, the Modified Project's contribution to cumulative wastewater services impacts will be less than the CRA Approved

Project's contribution to cumulative wastewater services impacts because the wastewater services impacts associated with the Modified Project are less than the CRA Approved Project's wastewater services impacts. The Certified EIR concluded that the CRA Approved Project would result in less than significant cumulative impacts to wastewater services, and the Modified Project would serve to further reduce those impacts. Further, similar to the Modified Project, each related project would be evaluated on a case-by-case basis and would be required to consult with the Bureau of Sanitation and comply with all applicable City and State water conservation programs and sewer allocation ordinances. Therefore, cumulative impacts on wastewater services would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts relevant to wastewater services.

Like the Modified Project, cumulative impacts on wastewater services for the No Automated Steel Parking Structure Alternative would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts relevant to wastewater services.

**c. Energy**

**(1) Construction**

The Certified EIR concluded the CRA Approved Project would result in less than significant impacts related to energy resources during construction. The Certified EIR determined that, due to the relatively short duration of the construction process, and the fact that the extent of fuel consumption is inherent to construction projects of the size and nature of the CRA Approved Project, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies.

Construction of the Modified Project would consume approximately 186,492 gallons of fuel including approximately 62,645 gallons of diesel fuel and 123,847 gallons of gasoline. In comparison to the CRA Approved Project, the fuel consumed during the Modified Project's construction would be 15,520 gallons less than the fuel consumed during the CRA Approved Project's construction. Thus, it is anticipated the energy consumed during the construction period of the Modified Project would not substantially increase the energy from fuel consumed during the CRA Approved Project's construction period.

Furthermore, no analysis for electricity or natural gas during construction was done in the Certified EIR for the CRA Approved Project because the equipment during construction would consume a minimal amount of electricity and natural gas and, therefore, would not be substantial. Similarly, the equipment during the Modified Project's construction would consume a minimal amount of electricity and natural gas and, therefore, the need for electricity and natural gas during the Modified Project's construction would not be substantial. Therefore, the energy resources impacts as a result of construction of the Modified Project would not substantially increase the energy resources impacts identified in the Certified EIR for the CRA Approved Project, and impacts would remain less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to energy resources during construction.

Like the Modified Project, energy resources impacts as a result of construction of the No Automated Steel Parking Structure Alternative would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to energy resources during construction.

## **(2) Operation**

### **(a) Electricity**

The Certified EIR concluded the CRA Approved Project would result in less than significant impacts upon electricity. The Certified EIR stated that with modern energy-efficient construction materials and operating equipment, the CRA Approved Project would promote conservation in accordance with the policies identified in Title 24 and in the City of Los Angeles General Plan Framework. The Certified EIR determined that, should LADWP need to add facilities on-site to meet the needs of the CRA Approved Project, the LADWP is usually able to connect new customers without any disruptions in service to existing customers. Therefore, the Certified EIR determined the CRA Approved Project would not have an adverse impact on the electrical system and no significant impacts related to electricity would occur. No disruptions were caused by the construction of the vacant 22-story, approximately 250-foot high mixed-use building and closed approximately 18,962 square foot public park on the project site. During construction, a new on-site customer service station was placed on the project site in the closed approximately 18,962 square-foot public park.

Development of the Modified Project would increase the existing demand for electricity service in the project area. The Modified Project would continue to be served from the existing power grid. The Modified Project's net increase in electricity consumption would be approximately 2,933,723 kilowatts per year as compared to the CRA Approved Project's net increase of approximately 3,420,493 kilowatts per year. The Modified Project's gross increase in electricity consumption would be approximately 3,708,069 kilowatts per year as compared to the CRA Approved Project's gross increase of approximately 4,194,839 kilowatts per year. Therefore, Modified Project's net and gross increase in electricity consumption is less than the CRA Approved Project's net and gross increase in electricity consumption.

For purposes of assessing the Modified Project's consistency with the LADWP's future projections, the Modified Project's increase in electricity consumption was compared to the LADWP's future projections contained in the 2015 Power IRP. The electricity consumption as a result of operation of the Modified Project would represent approximately 0.015 percent of the LADWP's existing supply of electricity per year to the City and, therefore, would be within the LADWP's existing supply of 25 million megawatt-hours (MWh) of electricity per year to the City as of 2015. Additionally, while the Modified Project would consume approximately 2,933,723 net kilowatts per year of electricity, the Modified Project would consume 486,770 kilowatts per year of electricity less than the CRA Approved Project. Thus, the Modified Project's increase in electricity consumption is less than the CRA Approved Project's increase in electricity consumption.

In addition, no further improvements to the electrical system serving the project site or surrounding area are anticipated to be required as a result of the Modified Project, as no disruptions were caused by the construction of the vacant 22-story, approximately 250-foot high mixed-use building and closed approximately 18,962 square-foot public park on the project site and a new on-site customer service station was already placed on the project site in the closed approximately 18,962 square-foot public park. Therefore, it is estimated that the increase in electrical demand due to the Modified Project would not have an adverse impact on its electrical system, which is consistent with the analysis in the Certified EIR for the CRA Approved Project and would not substantially increase the energy resources impacts identified in the Certified EIR for the CRA Approved Project.

The Modified Project would also implement Regulatory Compliance Measure CM I.3-1, which ensures compliance with the 2010 L.A. Green Code for all existing construction to remain on the project site, and compliance with the 2013 version of the L.A. Green Code for any additional

construction activities necessary for the Modified Project. Therefore, the energy resources impacts as a result of operation of the Modified Project would be less than significant. While impacts upon regional energy resources are expected to be less than significant, the Planning Department imposes standard measures for all new projects to further reduce project impacts and promote conservation efforts. Therefore, with implementation of regulatory compliance measure CM I.3-1, the Modified Project would exceed Title 24 energy efficiency requirements and further reduce demand for electricity. Therefore, consistent with the analysis in the Certified EIR for the CRA Approved Project, no significant impacts related to electricity would occur due to the Modified Project. In addition, the Modified Project's increase in electricity consumption is less than the CRA Approved Project's increase in electricity consumption. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to energy resources during operation.

Like the Modified Project, no significant impacts related to electricity would occur due to the No Automated Steel Parking Structure Alternative and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to energy resources during operation.

#### **(b) Natural Gas**

The Certified EIR concluded the CRA Approved Project would result in less than significant impacts upon natural gas during operation. The Certified EIR determined since the CRA Approved Project is located in an area already served by existing natural gas infrastructure, the CRA Approved Project would not require extensive infrastructure improvement to serve the project site. Thus, the Certified EIR concluded impacts associated with utility upgrades or additional connections would be temporary in nature and thus result in less than significant impacts upon the environment.

The Modified Project would not substantially increase the demands for natural gas service in the project area identified in the Certified EIR for the CRA Approved Project. The Modified Project's net natural gas demands are estimated to be approximately 1,217,614 cubic feet (cf) per month and the Modified Project's gross natural gas demands are estimated to be approximately 1,299,478 cubic feet (cf) per month. The CRA Approved Project's was estimated to have a net increase of approximately 1,286,368 cubic feet (cf) per month and gross increase of approximately 1,368,232 cubic feet (cf) per month. Therefore, the Modified Project's net and gross increase in natural gas consumption is less than the CRA Approved Project's net and gross increase in natural gas consumption.

Natural gas for the project site is provided by SoCal Gas (SCG) and the natural gas consumption as a result of operation of the Modified Project is within the planned projections for natural gas in the area served by SCG. Furthermore, while the Modified Project would consume approximately 1,299,478 cubic feet (cf) per month, the Modified Project would consume 68,754 cubic feet (cf) per month less than the CRA Approved Project. Thus, the Modified Project's increase in natural gas consumption also would be less than the CRA Approved Project's increase in natural gas consumption.

Additionally, the Certified EIR stated the CRA Approved Project's impacts associated with utility upgrades or additional connections would be temporary in nature and thus result in less than significant impacts upon the environment. No improvements to the natural gas infrastructure serving the project site or surrounding area were required during construction of the vacant 22-story, approximately 250-foot high mixed-use building and closed approximately 18,962 square-foot public park on the project site. As such, no improvements to the existing natural gas

infrastructure serving the project site or surrounding area are anticipated to be required as a result of the Modified Project. Therefore, the Modified Project's impacts associated with natural gas resources would therefore be less than significant, which is consistent with the analysis in the Certified EIR for the CRA Approved Project and would not substantially increase the natural gas resources impacts identified in the Certified EIR for the CRA Approved Project.

Further, the Modified Project would implement Regulatory Compliance Measure CM I.3-1, which ensures compliance with the 2010 L.A. Green Code for all existing construction to remain on the project site, and compliance with the 2013 version of the L.A. Green Code for any additional construction activities necessary for the Modified Project. Therefore, the natural gas consumption impacts as a result of operation of the Modified Project would not substantially increase the natural gas consumption impacts identified in the Certified EIR for the CRA Approved Project. In addition, the Modified Project's increase in natural gas consumption is less than the CRA Approved Project's increase in natural gas consumption. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to natural gas during operation.

Like the Modified Project, the No Automated Steel Parking Structure's impacts associated with natural gas resources would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to natural gas during operation.

### **(3) Cumulative**

#### **(a) Electricity**

The Certified EIR determined that, while the CRA Approved Project and the related projects may require construction of additional distribution facilities, each of the related projects would be required to comply with the energy conservation standards established in Title 24 of the California Administrative Code, which would further reduce cumulative energy needs. The Certified EIR concluded cumulative impacts on electricity service would be less than significant.

The total electricity consumption by the Modified Project and related projects would be approximately 179,584,542.3 kilowatts per year, which would be less than the total electricity consumption by the CRA Approved Project and related projects (from 4,024,012,576 kilowatts per year to 179,584,542.3 kilowatts per year). Thus, the cumulative total electricity consumption by the Modified Project and the related project would not substantially increase the cumulative electricity resources impacts identified in the Certified EIR for the CRA Approved Project. While the Modified Project and the related projects would increase electricity consumption approximately 179,584,542.3 kilowatts per year, the electricity consumption as a result of operation of the Modified Project and the related projects would be within the LADWP's existing supply of 25 million megawatt-hours (MWh) of electricity per year to the City as of 2015.

Furthermore, the analysis of the Modified Project's impacts to electricity concluded that the Modified Project would result in a less than significant impacts, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. In addition, the Modified Project's contribution to cumulative electricity demands will be less than the CRA Approved Project's contribution to cumulative electricity demands because, the electricity demands associated with the Modified Project are less than the CRA Approved Project's electricity demands. The Certified EIR concluded that the CRA Approved Project would result in less than significant cumulative impacts to electricity service, and the Modified Project would serve to further reduce those impacts.

The cumulative effect of the Modified Project and related projects may require near term and/or future additions to the distribution system capacity. Any required near term and/or future additions to the distribution system will be carried out by LADWP and each addition will be completed subject to LADWP review and approval.

In addition, consistent with the analysis in the Certified EIR for the CRA Approved Project, in accordance with current building codes and construction standards, each of the related projects would be required to comply with the energy conservation standards established in Title 24 of the California Administrative Code. Compliance with Title 24 energy conservation standards and other energy conservation programs on the local level will further reduce cumulative energy demands.

Therefore, cumulative impacts to electricity service would be less than significant, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts relevant to electricity service.

Like the Modified Project, for the No Automated Steel Parking Structure Alternative cumulative impacts to electricity service would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts relevant to electricity service.

#### **(b) Natural Gas**

The total natural gas consumption by the CRA Approved Project and related projects would be 31,680,654 cf per month. The Certified EIR stated that the SCG continuous increases in demand and compliance with Title 24 of the California Administrative Code would result in less-than-significant cumulative impacts on natural gas services.

The total natural gas consumption by the Modified Project and related projects would be 64,634,455.5 cf per month. While the total natural gas consumption by the Modified Project and related projects would be more than the total natural gas consumption analyzed in the Certified EIR for the CRA Approved Project and related projects, as a public utility provider, the SCG continuously analyzes increases in natural gas demands resulting from projected population and employment growth in its service area and it is anticipated that it would be able to meet the needs of future development within the region. Further, the natural gas consumption as a result of operation of the Modified Project and the related projects is within the planned projections for natural gas in the area served by SCG.

Furthermore, the analysis of the Modified Project's impacts to natural gas concluded that the Modified Project would result in a less than significant impacts, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. In addition, the Modified Project's contribution to cumulative natural gas demands will be less than the CRA Approved Project's contribution to cumulative natural gas demands because, the natural gas demands associated with the Modified Project are less than the CRA Approved Project's natural gas demands. The Certified EIR concluded that the CRA Approved Project would result in less than significant cumulative impacts to natural gas service, and the Modified Project would serve to further reduce those impacts.

In addition, each of the related projects would be reviewed on a case-by-case basis to determine the Gas Company's ability to serve each project. As such, it is anticipated the Modified Project and the related projects in the vicinity would likely also be accommodated by SCG, which is consistent with the analysis in the Certified EIR for the CRA Approved Project and would not



substantially increase the cumulative natural gas resources impacts identified in the Certified EIR for the CRA Approved Project. Additionally, consistent with the analysis in the Certified EIR for the CRA Approved Project, compliance with energy conservation standards pursuant to Title 24 of the California Administrative Code would reduce cumulative demands for natural gas resources. Therefore, cumulative impacts upon natural gas resources and infrastructure would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts relevant to natural gas service.

Like the Modified Project, for the No Automated Steel Parking Structure Alternative cumulative impacts upon natural gas resources and infrastructure would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts relevant to natural gas service.

#### **d. Solid Waste Cumulative**

The Certified EIR determined the total solid waste generation by the CRA Approved Project and the related projects would be approximately 16.5 tons per year. This equated to approximately 0.045 tons per day, which was significantly less than 0.01 percent of the Sunshine Canyon and Chiquita Canyon landfills' daily excess permitted intake capacity. Therefore, the Certified EIR concluded the CRA Approved Project and the related projects would result in less than significant cumulative impacts on solid waste.

Implementation of the Modified Project in conjunction with the related projects, would increase regional demands on landfill capacity. The total solid waste generation by the Modified Project and the related projects would be approximately 39,719 tons per year. This equates to approximately 109 tons per day, which would be more than the cumulative solid waste tons per day generated by the CRA Approved Project and its related projects (from 0.045 tons to 109 tons). However, the generation rates used for the CRA Approved Project were different and less conservative than the generation rates used for the Modified Project. Nevertheless, the Modified Project and the related project's 109 tons per day is less than 0.01 percent of the Sunshine Canyon and Chiquita Canyon landfills' daily excess permitted intake capacity.

As with the CRA Approved Project, related projects would participate in regional source reduction and recycling programs, significantly reducing the number of tons deposited in area landfills. In addition, the Modified Project's contribution to cumulative solid waste impacts during operation is less than the CRA Approved Project's contribution to cumulative solid waste impacts during operation because the solid waste impacts associated with the Modified Project's operation are less than the CRA Approved Project's solid waste impacts during operation based on the more conservative generation rates used for the Modified Project. The Certified EIR concluded that the CRA Approved Project would result in less than significant cumulative impacts to solid waste, and the Modified Project's reduction in the solid waste impacts during construction would serve to further reduce those impacts. Since there is currently adequate capacity to accommodate the cumulative disposal needs of the Modified Project and related projects, and the Modified Project would result in less operational waste than the CRA Approved Project, cumulative impacts with respect to solid waste would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts relevant to solid waste.

Like the Modified Project, for the No Automated Steel Parking Structure Alternative cumulative impacts with respect to solid waste would be less than significant and would not involve new

significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts relevant to solid waste.

## **2. Reference**

For a complete discussion of Public Utilities (Water, Wastewater, Energy, Cumulative) see Sections IV.I Public Utilities and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

### **I. Public Services**

#### **1. Description**

##### **a. Fire Protection (Construction)**

The Certified EIR concluded the CRA Approved Project would result in less-than-significant impacts related to increase demands upon Fire Department services during the construction period. The Certified EIR noted that the CRA Approved Project would implement good housekeeping procedures by the construction contractors and the work crews to minimize the potential for accidental onsite fire hazards.

The limited additional construction required for the Modified Project would not be expected to tax firefighting and emergency services to the extent that there would be a need for new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. In addition, the Modified Project would implement Certified EIR Code-Required Measures J.1.2-1, J.1.2-2, and J.1.2-6 through J.1.2-11, which are now Regulatory Compliance Measures, and ensure fire protection measures are achieved during the construction period, and would further reduce impacts related to fire protection services during construction. In addition, consistent with the CRA Approved Project, good housekeeping procedures would be implemented during the additional construction required for the Modified Project, as provided for in Project Design Feature IV.J-1, and would include: the maintenance of mechanical equipment in good operating condition; careful storage of flammable materials in appropriate containers; and the immediate and complete cleanup of spills of flammable materials when they occur. Therefore, construction-related impacts to fire protection services as a result of the Modified Project would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to fire protection services during construction of the Modified Project.

Like the Modified Project, construction-related impacts to fire protection services as a result of the No Automated Steel Parking Structure Alternative would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to fire protection services.

##### **b. Recreation and Parks**

The Certified EIR concluded the CRA Approved Project would result in less than significant impacts upon parks and recreational facilities. The Certified EIR stated because the proposed on-site recreational and open space amenities would be open to the residents of the CRA Approved Project, this feature would help alleviate the City's existing substandard provision of parkland and recreational facilities. The Certified EIR concluded if and to the extent the proposed onsite recreational and outdoor facilities do not fully satisfy the requirements of the Quimby Act, the CRA Approved Project applicant would be required to pay Quimby fees to the City, to satisfy the balance of its obligations under the Quimby Act.

Based on the City General Plan ratio, the net increase of the Modified Project would generate a need for 2.8 acres of public parkland in the Redevelopment Area and the gross increase of the Modified Project would generate a need for 2.9 acres of public parkland in the Redevelopment Area. For comparative purposes, the Modified Project reduces the amount of acres of public parkland needed in the Redevelopment Area as compared to the CRA Approved Project's public parkland need (from 3.0 acres to 2.9 acres).

The Modified Project would also slightly decrease the size of the on-site public park (from 21,177 square feet to 18,962 square feet) as compared to the CRA Approved Project. The Modified Project's park would be approximately 0.4 acres. Additionally, the Modified Project's need for public parkland would be less than the need for the CRA Approved Project (from 3.0 acres to 2.9 acres), and the Modified Project's recreation and park facilities serving the Redevelopment Area are greater and larger (from 7 facilities and 3.27 acres to 8 facilities and 7.37 acres) than the CRA Approved Project. Of the 2.9 acres of public parkland needed in the Redevelopment Area for the Modified Project, the Modified Project itself provides 0.4 acres, approximately 14 percent of the total public parkland needed, and open space amenities.

Compared to the CRA Approved Project, the proposed Modified Project would provide approximately 35,234 square feet of open space, (including the 18,962 square-foot public park), which is an increase from the 30,900 square feet of open space provided as part of the CRA Approved Project. Because the proposed on-site recreational and open space amenities would be open to the residents of the Modified Project, this feature would help alleviate the City's existing substandard provision of parkland and recreational facilities. The on-site recreational amenities would help reduce Modified Project-related impacts by providing on-site facilities that future residents may use in lieu of public parks.

Like the CRA Approved Project, if and to the extent that the proposed onsite recreational and outdoor facilities for the Modified Project do not fully satisfy the requirements of the Quimby Act and Zone Change Park Fee, the Applicant would pay fees to the City to satisfy the balance of its obligations under the Quimby Act and the Zone Change Park Fee. Therefore, the provision of the onsite recreational and outdoor facilities, together with the payment of Quimby fees or other applicable fees (see Certified EIR Code-Required Measure MM IV.J.4-1, which is now a Regulatory Compliance Measure), would ensure that the Modified Project's impact upon parks and recreational facilities is less than significant because the Modified Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities for the parks department or increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Moreover, because the Modified Project generates fewer residents than the CRA Approved Project, the Modified Project's public parkland need is less than the CRA Approved Project's public parkland need. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to recreation and parks.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's impact upon parks and recreational facilities is less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to recreation and parks.

### **c. Schools (Operation)**

The Certified EIR concluded that the CRA Approved Project's operational impacts to school services would be less than significant with mitigation. The CRA Approved Project proposed to implement Certified EIR Mitigation Measure MM IV.J-3.2, which ensures the CRA Approved

Project applicant shall pay all applicable school fees to the LAUSD to offset the impact of additional student enrollment at schools serving the project area. As compared to the CRA Approved Project, because the Modified Project would result in a decrease in dwelling units and commercial space, the potential number of students generated by the Modified Project would be the same or reduced from the CRA Approved. In addition, similar to the CRA Approved Project, the Modified Project would also implement Certified EIR Mitigation Measure MM IV.J-3.2 (now Regulatory Compliance Measure CM IV.J-3.2) to ensure the Modified Project Applicant shall pay all applicable school fees. Thus, the potential for the Modified Project to impact school facilities and services will be the same or reduced under the Modified Project as compared to the Certified EIR, and would remain less than significant with the implementation of Regulatory Compliance Measure CM IV.J-3.2. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to schools.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's impact to school facilities and services would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to schools.

**d. Other Public Facilities (Libraries)**

The Certified EIR concluded that the CRA Approved Project's impacts to library services would be less than significant. As compared to the CRA Approved Project, the Modified Project would result in a decrease in dwelling units, commercial space, and public park space and accordingly the demand for library services generated by the Modified Project would be the same or reduced from the CRA Approved Project. Therefore, the Modified Project's impacts to library services would remain less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to library services.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's impacts to library services would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to library services.

**e. Cumulative**

**(1) Police Impacts**

The Certified EIR determined that demand for increased police services due to the related projects would be funded via existing mechanisms (e.g., sales taxes, government funding). The Certified EIR also stated the CRA Approved Project and the related projects would be subject to Los Angeles Police Department (LAPD) review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to address police protection service demands adequately. Therefore, the Certified EIR concluded cumulative impacts on police protection services would be less than significant.

Similar to the CRA Approved Project, for the Modified Project, it is anticipated that the realized demand for increased policing services would be funded via existing mechanisms (e.g., sales taxes, government funding) to which the Modified Project and related projects would contribute. In addition, consistent with the analysis in the Certified EIR for the CRA Approved Project, each of the related projects would be individually subject to LAPD review, and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to address police protection service demands adequately, similar to the Modified Project. Impacts

created by new development would be reduced by the incorporation of required security measures into each proposed development. In addition, the Modified Project and most of the related projects are infill development, which would replace older and less secure buildings and facilities with newer development containing modern security and monitoring features, as well as new uses and residents that would revitalize the Hollywood Redevelopment Area. Ongoing revitalization efforts would help reduce the cumulative crime impacts in the Hollywood Area, as the revitalization efforts would provide an opportunity for people engaged in normal everyday activity to observe the space around them. In addition, the Modified Project and the related projects would improve the natural surveillance system consistent with the *Crime Prevention Through Environmental Design City of Los Angeles "Design Out Crime" Guidelines* (Design Out Crime Guidelines). Further, the LAPD monitors the need for police services and proposes appropriate service enhancements through the yearly budgetary process.

Furthermore, the analysis of the Modified Project's impacts to police services concluded that the Modified Project would result in less than significant impacts with mitigation incorporated, which is consistent with the conclusion for the CRA Approved Project provided in the Certified EIR. Further, the Modified Project's contribution to cumulative impacts on police services will be the same or less than the CRA Approved Project's contribution to cumulative impacts on police services because, the impacts on police services associated with the Modified Project are the same or less than those of the CRA Approved Project. In addition, and as with the Modified Project, the related projects would be expected to consult and submit a diagram of the respective properties to the Los Angeles Police Department's Crime Prevention Section prior to any Certificate of Occupancy in order to ensure impacts to police services would be mitigated. As such, when combined with the related projects, the Modified Project and the related projects would not significantly impact police services. Therefore, cumulative impacts on police protection services would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts on police services.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's cumulative impacts on police protection services would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts on police services.

## **(2) Fire Protection Impacts**

The Certified EIR stated the CRA Approved Project and each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable construction-related and operational fire safety requirements of the LAFD and the City in order to mitigate fire protection impacts adequately. Therefore, the Certified EIR for the CRA Approved Project concluded cumulative impacts on fire protection services would be less than significant.

Consistent with the CRA Approved Project, each of the Modified Project's related projects would be individually subject to LAFD review and would be required to comply with all applicable construction-related and operational fire safety requirements of the LAFD and the City of Los Angeles in order to mitigate fire protection impacts adequately. Furthermore, the analysis of the Modified Project's impacts to fire protection services concluded that the Modified Project would result in less than significant impacts, which is consistent with the conclusion for the CRA Approved Project provided in the Certified EIR. Further, the Modified Project's contribution to cumulative impacts on fire protection services will be less than or the same as the CRA Approved Project's contribution to cumulative impacts on fire protection because the impacts on fire protection associated with the Modified Project are less than or the same as those of the CRA Approved Project. In addition, and as with the Modified Project, each of the related projects would

be required to comply with all applicable construction-related and operational fire safety requirements of the LAFD and the City of Los Angeles in order to mitigate fire protection impacts adequately. As such, when combined with the related projects, the Modified Project and the related projects would not significantly impact fire protection services. Therefore, cumulative impacts on fire protection services would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts on fire protection services.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's cumulative impacts on fire protection services would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts on fire protection services.

### **(3) Recreation and Parks Impacts**

The Certified EIR for the CRA Approved Project concluded, with the mandatory payment of the Quimby or other applicable fees, cumulative recreation and park impacts would be less than significant. The Modified Project's new residents would constitute approximately 3.5 percent of the cumulative demand for recreation and parks and the Modified Project would provide approximately 35,234 square feet of open space and additional recreational opportunities. Furthermore, similar to the Modified Project, the related projects that include residential units would be required to pay the applicable Quimby fees or other applicable parks and recreation fees, and/or would incorporate park and recreational facilities on-site. With the mandatory payment of the Quimby or other applicable fees by the residential related projects, cumulative parks and recreation impacts would be reduced to a less than significant level, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. Further, the Modified Project's contribution to cumulative impacts on recreation and parks will be less than the CRA Approved Project's contribution to cumulative impacts on recreation and parks because, the impacts on recreation and parks associated with the Modified Project are less than those of the CRA Approved Project. The Certified EIR concluded that the CRA Approved Project would result in less than significant cumulative impacts to recreation and parks, and the Modified Project would serve to further reduce those impacts. Therefore, through compliance with regulatory requirements, the Modified Project and the related projects' associated cumulative impact on parks and recreational facilities would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts on recreation and parks.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's cumulative impacts on parks and recreational facilities would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative impacts on recreation and parks.

## **2. Project Design Features**

The following Project Design Feature is relevant to Public Services (Fire Protection):

**Project Design Feature IV.J-1:** Good housekeeping procedures would be implemented during the additional construction required for the Modified Project and would include: the maintenance of mechanical equipment in good operating condition; careful storage of flammable materials in appropriate containers; and the immediate and complete cleanup of spills of flammable materials when they occur.

### **3. Reference**

For a complete discussion of Public Services see Sections IV.J Public Services and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

## **VIII. Environmental Impacts found to be less than significant and further reduced with Mitigation**

### **A. Air Quality (Construction)**

#### **1. Description**

##### **a. Regional Emissions**

The construction emissions estimated in the Certified EIR for the CRA Approved Project would not exceed the regional emissions thresholds recommended by the SCAQMD. As such, construction impacts of the CRA Approved Project would have been less than significant. Nevertheless, Certified EIR Mitigation Measure IV.B-1 was included in the Certified EIR to further reduce PM10 and PM2.5 emissions.

The analysis of the Modified Project's potential impacts includes the same construction activities as the CRA Approved Project as well as additional construction associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations. The two sets of construction activities would not overlap. For the Modified Project's additional construction activities, it is anticipated that the emissions from the installation and retrofitting for the new automated steel parking structure and interior building renovations would occur during an approximate 4-month construction timeline. The Modified Project's construction emissions from the additional construction activities associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations would be below the SCAQMD's thresholds of significance for all six criteria pollutants. Furthermore, implementation of Regulatory Compliance Measures CM.B-1 through CM.B-4, which ensure compliance with SCAQMD District Rules and Sections 2485 in Title 13 and Section 93115 in Title 17 of the California Code of Regulations would further reduce the Modified Project's construction emissions from the additional construction activities. SCAQMD Rule 403 mandates the implementation of BMPs to control and limit fugitive dust emissions. SCAQMD Rule 1113 established minimum VOC content standards for architectural coatings and required contractors to close VOC containers when not in use. CCR Section 2485 in Title 13 prohibits the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction when equipment is not in use for more than five minutes. CCR Section 93115 in Title 17 specifies fuel and fuel additive requirements and emission standards for the operation of any stationary, diesel-fueled, compression-ignition engines. Compliance with these regulatory measures are mandated by existing laws and will be adhered to by all contractors.

The portion of the Modified Project's construction that includes the same construction activities as the CRA Approved Project would not overlap with the Modified Project's additional construction activities. Therefore, to determine the Modified Project's peak regional construction emissions, the estimated peak daily construction emissions of the Modified Project's additional construction activities were compared to the estimated peak daily construction emissions of the CRA Approved Project. This comparison evaluates whether the peak daily construction emissions of the Modified Project's additional construction activities would exceed the peak daily construction emissions of the CRA Approved Project. The Modified Project's additional construction activities' peak daily construction emissions would be fewer than the CRA Approved Project's peak daily construction emissions for all criteria pollutants. As a result, the portion of the Modified Project's construction that includes the same construction activities as the CRA Approved Project is the peak day of emissions to compare to applicable thresholds. As discussed above, the CRA Approved Project's

peak daily construction emissions were determined to be less than significant in the Certified EIR for the CRA Approved Project.

Therefore, based on the temporary nature and relatively short duration of the additional construction work involved in the Modified Project's additional construction activities, and the fact that the Modified Project's additional construction activities would not overlap with the construction activities analyzed for the CRA Approved Project in the Certified EIR in a manner that would increase construction emissions on a given day, the construction emissions impacts as a result of construction of the Modified Project would not substantially increase the construction emissions impacts for construction of the CRA Approved Project. Furthermore, implementation of Regulatory Compliance Measures CM.B-1 through CM.B-4, which ensure compliance with SCAQMD District Rules and Sections 2485 in Title 13 and Section 93115 in Title 17 of the California Code of Regulations would further reduce the Modified Project's construction emissions from the additional construction activities. Certified EIR Mitigation Measure IV.B-1 would be implemented as Regulatory Compliance Measure CM.B-1, during the additional construction activities of the Modified Project. Accordingly, the Modified Project's construction emissions would be less than significant and within the scope of the impacts analyzed for the CRA Approved Project. As compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to construction emissions.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's construction emissions would be less than significant and within the scope of the impacts analyzed for the CRA Approved Project and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to construction emissions.

#### **b. Localized Air Quality Impacts**

The Certified EIR determined that on-site emissions generated by the CRA Approved Project during the different phases of construction were below the established SCAQMD localized thresholds for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> at a receptor distance of 25 meters. Therefore, the localized construction impacts of the CRA Approved Project were determined to be less than significant. Nevertheless, Certified EIR Mitigation Measure IV.B-1 was included in the Certified EIR to further reduce PM<sub>10</sub> and PM<sub>2.5</sub> emissions.

The analysis of the Modified Project's potential impacts includes the same construction activities as the CRA Approved Project as well as additional construction associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations. Because the portion of the Modified Project's construction that includes the same construction activities as the CRA Approved Project would not overlap with the Modified Project's additional construction activities, evaluation of both sets of construction activities enables the determination of the Modified Project's on-site peak daily construction emissions.

On-site emissions generated by the Modified Project's additional construction activities associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations would not exceed the established SCAQMD localized thresholds for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> at a receptor distance of 25 meters. The portion of the Modified Project's construction that includes the same construction activities as the CRA Approved Project would not overlap with the Modified Project's additional construction activities. Therefore, to determine the Modified Project's on-site peak localized construction emissions, the estimated localized on-site peak daily construction emissions of the Modified Project's additional construction activities were compared to the estimated localized on-site peak daily construction emissions of the CRA Approved Project. This comparison evaluates whether the peak daily



construction emissions of the Modified Project's additional construction activities would exceed the peak daily construction emissions of the CRA Approved Project.

The Modified Project's additional construction activities' peak daily construction emissions for all criteria pollutants analyzed with the exception of CO would be fewer than the CRA Approved Project's peak daily construction emissions. CO emissions from the Modified Project's additional construction activities would be slightly higher (by approximately 0.53 lbs/day) than the CRA Approved Project's localized emissions because equipment associated with the construction activities associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations are conservatively assumed to operate concurrently. Nevertheless, the slightly higher CO emission of the Modified Project's additional construction activities are well below the SCAQMD's localized thresholds of significance for CO emissions (900.8 lbs/day) with the marginally higher emissions of 0.53 lbs/day representing approximately 0.06 percent of the pertinent threshold. Therefore, the Modified Project's additional construction activities would not involve a substantial increase in the severity of previously identified significant effects related to air quality.

Based on the temporary nature and relatively short duration of the additional construction work involved in the Modified Project, and the fact that the Modified Project's construction activities would not overlap with the construction activities analyzed for the CRA Approved Project in the Certified EIR in a manner that would increase construction emissions on a given day, the construction emissions impacts as a result of construction of the Modified Project would not substantially increase the localized air quality impacts for construction emissions of the CRA Approved Project. Thus, the Modified Project's on-site construction emissions would also not exceed the SCAQMD localized thresholds at receptor distances beyond 25 meters. Accordingly, the localized air quality impacts resulting from construction emissions associated with the Modified Project would be less than significant and within the scope of impacts analyzed for the CRA Approved Project. As compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to localized air quality impacts resulting from construction emissions.

Like the Modified Project, the localized air quality impacts resulting from construction emissions associated with the No Automated Steel Parking Structure would be less than significant and within the scope of impacts analyzed for the CRA Approved Project and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to localized air quality impacts resulting from construction emissions.

## **2. Project Design Features**

No Project Design Features are proposed for Air Quality (Construction).

## **3. Mitigation Measure**

**Certified EIR Mitigation Measure IV.B-1:** All construction-related work orders shall specify that any clearing, grading, earth moving, or excavation activities shall be performed pursuant to the requirements under SCAQMD Rule 403.

## **4. Finding**

Although the Modified Project and No Automated Steel Parking Structure Alternative would not result in significant impact to Air Quality (Construction), mitigation measures have nonetheless been incorporated which further reduce these less-than-significant environmental effects, as identified in the Draft Supplemental EIR.

## 5. Rationale for Finding

As discussed above, the construction emissions estimated in the Certified EIR for the CRA Approved Project would not exceed the regional or localized emissions thresholds recommended by the SCAQMD. As such, construction impacts of the CRA Approved Project are less than significant. Similarly, the construction emissions estimated in the Modified Project and the No Automated Steel Parking Structure Alternative would not exceed the regional or localized emissions thresholds recommended by the SCAQMD. As such, construction impacts of the Modified Project and the No Automated Steel Parking Structure Alternative are less than significant. As compared to the CRA Approved Project, the proposed Modified Project and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to construction emissions. However, the Modified Project and the No Automated Steel Parking Structure Alternative would implement the above-described mitigation measure to further reduce the Modified Project's and the No Automated Steel Parking Structure Alternative's less than significant impacts.

## 6. Reference

For a complete discussion of Air Quality (Construction) see Sections IV.B Air Quality and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

### B. Noise

#### 1. Description

##### a. Operational Impacts (Noise Compatibility Standards for Multi-Family Residential)

Based on the inclusion of double-pane windows in the CRA Approved Project to reduce exterior-to-interior noise, the Certified EIR concluded operational noise impacts associated with interior spaces would be less than significant. As set forth in the Certified EIR, future noise levels on the project site would continue to be dominated by vehicular traffic on Sunset Boulevard and Gordon Street. The ambient noise levels that were recorded in the Certified EIR were between 60 and 68 dBA  $L_{eq}$ .  $L_{max}$  noise levels of 73-83 dBA were also recorded at these locations. Based on the City's Land Use Noise Compatibility Guidelines, the Certified EIR concluded that the CRA Approved Project's impacts related to exterior ambient noise would be significant and unavoidable for future residents of the CRA Approved Project.

Since certification of the Certified EIR for the CRA Approved Project, the Supreme Court of California unanimously determined that CEQA generally does not require an analysis of how existing environmental conditions will impact a project's future users or residents. (*California Building Industry Association v Bay Area Air Quality Management District*, S213478, Opinion, p. 14). However, the Supreme Court of California did find that impacts arising from exposure of future residents to existing environmental conditions should be evaluated in the context of whether the project would exacerbate existing environmental conditions that, in turn, would result in a significant impact upon the environment. Accordingly, to provide a comparison to the analysis in the Certified EIR the discussion below provides an analysis of the impact of the existing noise conditions on future residents of the Modified Project for informational purposes only and also provides a discussion of whether the Modified Project would exacerbate existing environmental noise conditions.

The Modified Project would contain exterior windows with double-pane glass and be designed and constructed to reduce interior noise levels for future Modified Project residents to acceptable noise levels in accordance with the Noise Element and CEQA regulations. In addition, the

Modified Project would implement Regulatory Compliance Measure CM F-3, which ensures an acceptable interior noise environment under Noise Insulation Standards of Title 24 of the California Code Regulations and requires submittal of an acoustical report that demonstrates interior noise levels are no greater than 45 dBA CNEL prior to the issuance of building permits. Double paneled windows and implementation of regulatory compliance measure CM F-3 is consistent with Certified EIR Mitigation Measure Impact IV.F-3, which requires that all exterior windows within the Modified Project be constructed with double-pane glass and uses exterior wall construction or allows the Applicant to retain an acoustical engineer to provide evidence that alternative sound insulation would mitigate interior noise levels below 45 dBA CNEL. With regulatory compliance measure CM F-3 and Certified EIR Mitigation Measure Impact IV.F-3, the Modified Project's operational noise impacts on future residents associated with locations for interior spaces would be less than significant.

Similar to the CRA Approved Project, future noise levels at the project site would continue to be dominated by vehicular traffic on Sunset Boulevard and Gordon Street for the Modified Project. The future noise levels from vehicular traffic on Sunset Boulevard and Gordon Street in the vicinity of the project site would range from 56.7 dBA to 72.0 dBA. Additionally, the current ambient noise levels generated in the vicinity of the Modified Project range from 60.9 dBA to 75.7 dBA Leq. Thus, similar to the CRA Approved Project, the Modified Project would expose future residents to "normally unacceptable" noise levels for multi-family uses. Therefore, the Modified Project would conflict with the Noise/Land Use compatibility guidelines of the Noise Element of the General Plan, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. However, consistent with recent CEQA case law, impacts arising from exposure of future occupants of a project to existing environmental conditions is not a significant impact upon the environment. Instead, impacts arising from exposure of future residents to existing environmental conditions should be evaluated in the context of whether the project would exacerbate existing environmental conditions that, in turn, would result in a significant impact upon the environment.

The increase in exterior noise levels resulting from future roadway noise levels with the Modified Project would be between 0.5 dBA and 1.4 dBA. Accordingly, the increase in future roadway noise levels with the Modified Project would not exceed the 3.0 dBA CNEL significance threshold. In addition, the Noise/Land Use compatibility classifications from the Noise Element of the General Plan associated with the 2015 roadway noise levels would not change with the development of the Modified Project. Therefore, the Modified Project would not exacerbate existing noise levels in such a way as to modify the Noise/Land Use compatibility classifications of the Noise Element of the General Plan. Accordingly, the Modified Project would not exacerbate existing environmental conditions because future roadway noise levels with the Modified Project would not exceed the 3.0 dBA CNEL significance threshold and the Noise/Land Use compatibility classifications would remain the same with or without the development of the Modified Project.

Therefore the potential conflict arising from the Modified Project's inconsistency with the Noise/Land Use compatibility guidelines of the Noise Element of the General Plan would be considered a less than significant impact. As a result, operational noise levels associated with the Modified Project would not substantially increase impacts identified in the Certified EIR for the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to noise levels for exterior spaces associated with the operation of the Modified Project.

Like the Modified Project, the impact regarding the Noise/Land Use compatibility guidelines of the Noise Element of the General Plan would be considered a less than significant impact for the No Automated Steel Parking Structure Alternative and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to noise levels for exterior spaces associated with operation.

**b. Operational Impacts (Stationary Noise)**

The Certified EIR concluded the CRA Approved Project's stationary and mobile source operational impacts would be less than significant.

**(1) Noise from the HVAC Equipment**

The Certified EIR stated rooftop mechanical HVAC equipment would be installed for the CRA Approved Project. As such, the HVAC noise levels were calculated based on the distances from the rooftop mechanical HVAC equipment to the nearest sensitive receptors. The Modified Project would use similar mechanical HVAC equipment as the CRA Approved Project, which would be located on the rooftop of the residential tower and on the ground floor in the public park. Therefore, the distances utilized for the Modified Project's HVAC noise levels were calculated based on the distances from the mechanical HVAC equipment on the rooftop and in the public park to the nearest sensitive receptors. This equipment would be shielded and appropriate noise muffling devices would be installed to reduce noise levels that affect nearby noise-sensitive uses. The design of the on-site HVAC units and exhaust fans would be required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dBA. The Modified Project's resulting HVAC noise levels at the nearest sensitive receptors would not exceed the existing ambient noise levels, by more than 3 dBA, which is in compliance with the regulations under Section 112.02 of the LAMC and the L.A. CEQA Thresholds Guide. Additionally, similar to the CRA Approved Project, the Modified Project would incorporate Certified EIR Mitigation Measure MM IV.F-5.1, which would ensure HVAC units are oriented to the east away from the residential neighborhood. This mitigation measure would further reduce the Modified Project's operational noise impacts associated with locations off-site. Thus, the operational noise impacts associated with the HVAC equipment would be less than significant. Thus, the Modified Project would not substantially increase the CRA Approved Project's operational noise impacts associated with the HVAC equipment.

Like the Modified Project, the operational noise impacts associated with the HVAC equipment from the No Automated Steel Parking Structure Alternative would be less than significant and would not substantially increase the operational noise impacts associated with the HVAC equipment.

**(2) Noise from the Parking Structure**

The Certified EIR determined that noise from the CRA Approved Project's parking structure would be similar to the existing conditions with vehicles parking in the lots north and east of the project site. The Certified EIR stated the parking structure's noise would not increase ambient noise levels at the nearby homes by 3 dBA CNEL or more. The Certified EIR concluded, based on this information, implementation of the CRA Approved Project would not result in a substantial permanent increase in ambient noise levels above future existing ambient noise levels without the CRA Approved Project. As such, operational noise impacts associated with locations off-site would be less than significant.

Similar to the Certified EIR, the Modified Project's parking podium would also generate noise from tires squealing, engines accelerating, doors slamming, car alarms, and people talking during the day and evening when the largest number of retail customers would enter and exit the parking podium. However, these conditions would be slightly different than the conditions in the Certified EIR for the CRA Approved Project because the Modified Project's parking podium is smaller than the CRA Approved Project's parking podium. The CRA Approved Project proposed to develop a five-story, approximately 65-foot podium structure. Compared to the CRA Approved Project, the

Modified Project's parking podium would be a four level above-grade, approximately 50-foot podium structure. Thus, similar to the CRA Approved Project, the activities within the parking podium for the Modified Project would not increase ambient noise levels as they would be similar to the current ambient noise levels generated in the vicinity of the Modified Project, which range from 60.9 dBA to 75.7 dBA Leq.

The Modified Project would also include the addition of a new automated steel parking structure located above the parking area on Level L3 (within the approximate height of Level L4 of the rest of the podium structure), which would include two floors of automated parking. Unlike the three levels of subterranean parking and three levels of above-grade parking in the Modified Project's parking podium, the new automated steel parking structure mechanically and precisely stores vehicles. Thus, the automated steel parking structure operates without the need for human management. Therefore, the automated steel parking structure would not generate noise associated with tires squealing, engines accelerating, doors slamming, car alarms, and people talking like traditional garages as cars would be shut off at the garage entry and conveyed via electric mechanisms. The noise anticipated in the new automated steel parking structure would be generated by the pulleys, motors, and mechanical systems. These motors would be entirely enclosed within the new automated parking structure and a transparent wire fence decorated with live green landscaping such as clinging vines or ivy will screen the exterior. A representative noise measurement was taken of an automated steel parking structure that generated a noise level of 58.5 dBA Leq, which is 2.4 dBA below the ambient noise level recorded at street level on Gordon Street (i.e., 60.9 dBA Leq). Thus, the operation of the Modified Project's automated parking system would not generate a significant noise impact upon adjacent land uses.

Concurrent operations of the Modified Project's parking podium and the new automated steel parking structure would result in a combined noise level between 62.3 and 70.3 dBA Leq. Thus, similar to the CRA Approved Project, the activities within the parking podium and automated steel parking structure for the Modified Project would not increase ambient noise levels by 3 dBA or more as they would be similar to the current ambient noise levels generated in the vicinity of the Modified Project, which range from 60.9 dBA to 75.7 dBA Leq. Additionally, similar to the CRA Approved Project, the Modified Project would also incorporate Certified EIR Mitigation Measure MM IV.F-5.2, which would ensure the parking ramps would be constructed with concrete not metal to prevent tire squealing at turning areas to further reduce impacts. These mitigation measures would further reduce the Modified Project's operational noise impacts associated with locations off-site. Therefore, consistent with the CRA Approved Project, the parking podium and new automated steel parking structure noise would not increase ambient noise levels at the nearby sensitive receptors by 3 dBA or more. Thus, the operational noise impacts associated with the parking podium and new automated steel parking structure would be less than significant and within the impacts concluded in the Certified EIR for the CRA Approved Project. Thus, the Modified Project would not substantially increase the CRA Approved Project's operational noise impacts associated with the parking podium and new automated steel parking structure.

Like the Modified Project, the operational noise impacts associated with the No Automated Steel Parking Structure Alternative would be less than significant and would not substantially increase the CRA Approved Project's operational noise impacts associated with the parking podium and new automated steel parking structure.

### **(3) Noise from People Utilizing the Modified Project**

The Certified EIR for the CRA Approved Project did not analyze noise generated from people utilizing the CRA Approved Project's mixed-use commercial and residential land uses. Due to the mixed-use nature of the Modified Project, noise generated from people utilizing the Modified Project's uses, including the operation of the proposed ground floor commercial uses, the outdoor

open spaces on the podium, and the public park have the potential to impact off-site sensitive receptors.

Noise levels from outdoor activities on the podium would be 69 dBA, which is lower than the ambient noise levels along Sunset Boulevard, therefore the noise generated from activities on the podium deck would not increase the ambient noise levels at the street level by 3 dBA or more. Noise impacts from individuals and small gatherings of people on the podium would therefore be less than significant.

In addition, the Modified Project would generate low levels of noise from public utilization of the proposed Gordon Street Park. Gordon Street Park is designed for passive recreational uses and would not accommodate playground equipment, or large contiguous open space areas that would allow for organized field games such as soccer or baseball. Based on the design and landscaping plan within the park area, activities within the park would be limited to walking dogs, walking, sitting on park benches, and enjoying picnics/barbeques. Conservatively, the maximum utilization of the park is estimated to include up to 60 individuals congregating and utilizing the park area in an informal manner at the same time. Noise generated by the public utilizing the Gordon Street Park would be below the 3 dBA threshold and would not be considered significant.

Based on this information, implementation of the Modified Project would not result in a substantial permanent increase in ambient noise levels above future existing ambient noise levels without the Modified Project. As such, the Modified Project's operational noise impacts associated with locations off-site would be less than significant, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to stationary noise.

Like the Modified Project, the No Automated Steel Parking Structure's operational noise impacts associated with locations off-site would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to stationary noise.

## **2. Project Design Features**

No Project Design Features are proposed for Noise.

## **3. Mitigation Measures**

**Certified EIR Mitigation Measure Impact IV.F-3:** All exterior windows within the Modified Project shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

**Certified EIR Mitigation Measure MM IV.F-5.1:** The air inlets of HVAC units installed at the project site shall be oriented to the east away from the residential neighborhood to the west of the site.

**Certified EIR Mitigation Measure MM IV.F-5.2:** Concrete, not metal, shall be used for construction of parking ramps. The interior ramps shall be textured to prevent tire squeal at turning areas.

#### **4. Finding**

Although the Modified Project and No Automated Steel Parking Structure Alternative would not result in significant impacts to Noise (Noise Compatibility Standards and Stationary Noise), mitigation measures have nonetheless been incorporated which further reduce these less than significant environmental effects, as identified in the Draft Supplemental EIR.

#### **5. Rationale for Finding**

As discussed above, the potential conflict arising from the Modified Project's inconsistency with the Noise/Land Use compatibility guidelines of the Noise Element of the General Plan would be considered a less than significant impact. As a result, operational noise levels associated with the Modified Project and No Automated Steel Parking Structure Alternative would not substantially increase impacts identified in the Certified EIR for the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project and No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to noise levels for exterior spaces associated with the operation of the Modified Project or and No Automated Steel Parking Structure Alternative.

In addition, regarding stationary noise, the Certified EIR concluded the CRA Approved Project's stationary operational impacts would be less than significant. Similarly, the Modified Project's and No Automated Steel Parking Structure Alternative's stationary operational noise impacts would be less than significant related to noise from HVAC equipment, the parking structure, and from people utilizing the Modified Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project and No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to stationary noise.

However, the Modified Project and No Automated Steel Parking Structure Alternative would implement the above-described mitigation measure to further reduce the less than significant impacts.

#### **6. Reference**

For a complete discussion of Noise see Sections IV.F Noise and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

### **C. Land Use Planning (Consistency with Noise Element of the General Plan)**

#### **1. Description**

The Certified EIR concluded the CRA Approved Project's operational noise would have a significant and unavoidable impact from a land use compatibility standpoint related to consistency with the Noise Element.

The Modified Project would contain exterior windows with double-pane glass and be designed and constructed to reduce interior noise levels for future Modified Project residents to acceptable noise levels in accordance with the Noise Element and CEQA regulations. In addition, the Modified Project would implement Regulatory Compliance Measure CM F-3, in Section IV.F Noise of the Draft Supplemental EIR, which ensures an acceptable interior noise environment under Noise Insulation Standards of Title 24 of the California Code Regulations and requires submittal of an acoustical report that demonstrates interior noise levels are no greater than 45 dBA CNEL prior to the issuance of building permits. Therefore, with Regulatory Compliance Measure CM F-

3 and Certified EIR Mitigation Measure Impact IV.F-3, the Modified Project's operational noise impacts associated with locations for interior spaces would be less than significant and the Modified Project would be consistent with the City of Los Angeles' land use noise compatibility standards for interior ambient noise during operation of the Modified Project. Therefore, operational interior noise levels for locations on the project site associated with the Modified Project would be less than significant and would not substantially increase impacts identified in the Certified EIR for the CRA Approved Project.

For exterior ambient noise, the Certified EIR conclude that the CRA Approved Project would result in significant and unavoidable impacts to future residents of the CRA Approved Project, as the exterior ambient noise levels were in the normally unacceptable and clearly unacceptable CNEL exposure range. Similar to the CRA Approved Project, the Modified Project would expose future residents to "normally unacceptable" noise levels for multi-family uses. Therefore, the Modified Project would conflict with the Noise/Land Use compatibility guidelines of the Noise Element of the General Plan, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. However, consistent with recent CEQA case law (*California Building Industry Association v Bay Area Air Quality Management District*, S213478, Opinion, p. 14), impacts arising from exposure of future occupants of a project to existing environmental conditions is not a significant impact upon the environment. Instead, impacts arising from exposure of future residents to existing environmental conditions should be evaluated in the context of whether the project would exacerbate existing environmental conditions that, in turn, would result in a significant impact upon the environment. The Modified Project would not exacerbate existing environmental conditions because future roadway noise levels with the Modified Project would not exceed the 3.0 dBA CNEL significance threshold and the Noise/Land Use compatibility classifications would remain the same with or without the development of the Modified Project.

Therefore the anticipated land use conflict arising from the Modified Project's inconsistency with the Noise/Land Use compatibility guidelines of the Noise Element of the General Plan would be considered a less than significant impact. Therefore, operational noise levels for locations on the project site associated with the Modified Project would be less than significant and would not substantially increase impacts identified in the Certified EIR for the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with the Noise Element of the General Plan.

Like the Modified Project, operational noise levels for locations on the project site associated with the No Automated Steel Parking Structure Alternative would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with the Noise Element of the General Plan.

## **2. Project Design Features**

No Project Design Features are proposed for Land Use Planning (Consistency with Noise Element of the General Plan)

## **3. Mitigation Measure**

**Certified EIR Mitigation Measure Impact IV.F-3:** All exterior windows within the Modified Project shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound



insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

#### **4. Finding**

Although the Modified Project and No Automated Steel Parking Structure Alternative would not result in a significant impact to Land Use Planning (Consistency with Noise Element of the General Plan), mitigation measures have nonetheless been incorporated which further reduce these less than significant environmental effects, as identified in the Draft Supplemental EIR.

#### **5. Rationale for Finding**

As discussed above, the potential conflict arising from the Modified Project's inconsistency with the Noise/Land Use compatibility guidelines of the Noise Element of the General Plan would be considered a less than significant impact. As a result, operational noise levels associated with the Modified Project and No Automated Steel Parking Structure Alternative would not substantially increase impacts identified in the Certified EIR for the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project and No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to land use noise compatibility standards.

However, the Modified Project and No Automated Steel Parking Structure Alternative would implement the above-described mitigation measure to further reduce the less than significant impacts.

#### **6. Reference**

For a complete discussion of Land Use Planning (Consistency with Noise Element of the General Plan) see Sections IV.H Land Use Planning and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

### **D. Public Services (Fire Protection, Operation)**

#### **1. Description**

The Certified EIR concluded the CRA Approved Project would result in less than significant impacts during operation of the CRA Approved Project in relation to increased demands upon Fire Department services.

#### **(1) Response Distance and Emergency Access**

The nearest fire station to the Modified Project, Fire Station 82, is approximately 0.5 mile from the project site. Due to the location of the Modified Project in an area adequately served by existing fire stations within a 1-mile radius of the project site, response distance would be within Fire Department standards of the maximum 1.0 to 1.5 mile response distance for fire stations with an engine company and truck company. As compared to the CRA Approved Project, the Modified Project would result in a decrease in the on-site residential population, and, therefore, the Modified Project's increase in land use activity and associated fire protection service needs would be the same or less than the CRA Approved Project. Furthermore, the Modified Project's high-rise residential tower would also include automatic fire suppression sprinklers as required by the Fire Code. The presence of automatic fire sprinklers will reduce or slow the spread of fire in a high rise structure, further assisting fire fighters in the event of a fire.

Emergency vehicle access to the Modified project site would continue to be provided from local public roadways. Major roadways adjacent to the project site would continue to provide public and emergency access. The LAFD considers intersections with an LOS of E or F to inhibit emergency response. As discussed in Section IV.K.1, Traffic/Transportation, of the Draft Supplemental EIR, with implementation of Mitigation Measure MM K.1-1, the Gower Street and Sunset Boulevard intersection would operate at LOS D during the P.M. peak hour. Therefore, as with the CRA Approved Project, the Modified Project would not cause the major roadways that provide public and emergency access to operate at LOS E or F during the A.M. or P.M. peak hour and the Modified Project would not inhibit emergency vehicle access with incorporation of traffic mitigation measures. Furthermore, as provided by Regulatory Compliance Measures CM J.2-1 through CM J.2-3, the Modified Project Applicant would be required to ensure firefighting personnel and apparatus access, establish conditions the Modified Project must meet to the satisfaction of the City Fire Department, and submit a Fire Life Safety Resources Management Plan to the City Fire Department. Therefore, the Modified Project would not inhibit emergency vehicle access, and impacts related to emergency access would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to response distance and emergency access during operation of the Modified Project.

Like the Modified Project, impacts related to emergency access for the No Automated Steel Parking Structure Alternative would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to response distance and emergency access during operation.

## **(2) Fire Flow**

The Certified EIR concluded based upon fire flow and response criteria, existing fire protection service was considered adequate for the CRA Approved Project. Additionally, for the vacant 22-story, approximately 250 foot high mixed use building and closed approximately 18,962 square foot public park on the project site, a new fire hydrant was installed on Sunset Boulevard as required by the LAFD in order to meet the City's minimum distance from fire hydrants to residential units. Similar to the CRA Approved Project, final fire flow requirements for the Modified Project would be verified during the review and approval process for the Modified Project before a certificate of occupancy is issued. However, it is expected that the fire flow requirements would be adequate for the Modified Project because it is expected that all required improvements to ensure adequate fire flow, including the installation of a new fire hydrant on Sunset Boulevard, were previously conducted. Furthermore, the uses included in the Modified Project are similar to the uses for the CRA Approved Project and reduce the number of dwelling units, reduce the square footage of commercial uses and reduce the size of the park. Thus, the Modified Project is smaller than the CRA Approved Project and, as a result, would require less fire protection services based upon fire flow. Therefore, because the fire protection service was considered adequate based upon the fire flow requirement for the larger CRA Approved Project from four fire hydrants and a new fire hydrant on Sunset Boulevard was subsequently installed, the existing fire protection service, based upon fire flow, would also be considered adequate for the Modified Project.

The Water Operations Division of the DWP would perform a fire flow study at the time of permit review in order to ascertain whether further water system or site-specific improvements would be necessary. Additional hydrants, water lines, and the water tanks would be installed per Fire Code requirements and would be based upon the specific land uses of the Modified Project. Furthermore, through Regulatory Compliance Measures CM J.2-1 through CM J.2-3, the Modified Project Applicant would be required to ensure adequate fire flows and infrastructure pursuant to the LAFD Fire Code, establish conditions the Modified Project must meet to the satisfaction of the

City Fire Department and submit a Fire Life Safety Resources Management Plan to the City Fire Department. Therefore, with respect to fire flows, fire protection would be adequate and the Modified Project's impact upon fire protection services would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to fire protection during operation of the Modified Project.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's impact upon fire protection services would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to fire protection during operation.

## **2. Project Design Features**

No Project Design Features are proposed for Public Services (Fire Protection, Operation).

## **3. Mitigation Measure**

**MM K.1-1: Gower Street & Sunset Boulevard.** The Modified Project shall improve the Gower Street & Sunset Boulevard intersection to provide an operational northbound right turn lane by improving the northbound approach from a left turn lane and shared through/ right turn lane to a left turn lane, through lane and operational right turn lane. Because this improvement requires the relocation of an existing passenger loading zone southerly on Gower Street south of Sunset Boulevard and removal of two to three metered parking spaces, the Modified Project shall set aside up to 3 spaces for public parking to replace these parking spaces on-site. Additionally, the Modified Project shall install additional system detector loops along the west side of Gower Street.

## **4. Finding**

Although the Modified Project and No Automated Steel Parking Structure Alternative would not result in significant impact to Public Services (Fire Protection, Operation), mitigation measures have nonetheless been incorporated which further reduce these less than significant environmental effects, as identified in the Draft Supplemental EIR.

## **5. Rationale for Finding**

As discussed above, the Certified EIR concluded the CRA Approved Project would result in less than significant impacts during operation of the CRA Approved Project in relation to increased demands upon Fire Department services. Similarly, the Modified Project and No Automated Steel Parking Structure Alternative would result in less than significant impacts during operation in relation to increased demands upon Fire Department services. As compared to the CRA Approved Project, the proposed Modified Project and No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to Fire Department services. However, the Modified Project and No Automated Steel Parking Structure Alternative would implement the above-described mitigation measure to further reduce the less than significant impacts.

## **6. Reference**

For a complete discussion of Public Services (Fire Protection, Operation) see Sections IV.J Public Services and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

**IX.** Environmental Impacts analyzed in the Supplemental EIR and determined to be less than significant after Mitigation

**A.** Geology/Soils

**1.** Description

**a.** Seismic-Induced Ground Shaking

The Certified EIR stated the project site is located in a seismically active region and could be subjected to strong ground shaking in the event of an earthquake. The Certified EIR concluded the CRA Approved Project would result in less than significant impacts with mitigation related to exposing people or structures to the risk of loss, injury, or death involving seismic induced ground shaking.

Because the Modified Project is located on the same project site as the CRA Approved Project, similar to the CRA Approved Project analyzed in the Certified EIR, the project site is located in a seismically active region and could be subjected to strong ground shaking in the event of an earthquake. Therefore, development of the Modified Project would expose new residents, employees and visitors of the proposed dwelling units and commercial establishments to potentially significant adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. However, such hazards are inherent to the region and the effects of ground shaking can be mitigated to a less-than-significant level by incorporating proper design and construction methods in conformance with current building codes and engineering practices. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear walls and reinforcements.

The Modified Project, including the additional construction of the new automated steel parking structure, would implement Certified EIR Code Required (Regulatory Compliance) Measure IV.C-2, which ensures consistency with all applicable provisions of the City of Los Angeles Building Code, as well as the seismic design criteria contained within the Uniform Building Code. In addition to Certified EIR Code-Required Measure IV.C-2, the Modified Project would also implement Certified EIR Mitigation Measure MM IV.C-2.1 and Certified EIR Mitigation Measure MM IV.C-2.2. Certified EIR Mitigation Measure MM IV.C-2.1 ensures the Modified Project would be designed and constructed in accordance with the recommendations provided in the CRA Approved Project's Geotechnical Report, the Modified Project's Geotechnical Report, and the Modified Project's Structural Narrative, or as they may be amended by request of the City. Certified EIR Mitigation Measure MM IV.C-2.2 requires the applicant to ensure geotechnical testing and observation be conducted on-site by a state certified geotechnical engineer during any excavation and earthwork activities to ensure that recommendations provided in the CRA Approved Project's Geotechnical Report and the Modified Project's Geotechnical Report are implemented where applicable.

The CRA Approved Project's Geotechnical Report found splays of the Hollywood Fault zone located approximately 2,500 feet north-northwest of the project site. The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone or a fault rupture study zone. No known active faults trend through the project site. Since the Certified EIR for the CRA Approved Project, an Alquist-Priolo special study zone was established for the active Hollywood Fault. The closest distance of the Hollywood Fault special study zone to the project site is approximately 700 feet north of the project site's northern property line and the closest mapped active fault trace is approximately 1,200 feet north of the project site's northern property line. The Modified Project's Geotechnical Report concluded that the project site is not located within a special study zone, is not subject to fault rupture, and the issuance of the Seismic Hazard Zone Hollywood Quadrangle Official Map showing the Hollywood Fault being located 1,200 feet north of the project site does

not impact the development of the Modified Project. Furthermore, the Hollywood Fault lacks surface fault features and therefore, while capable of producing an earthquake, poses a low hazard risk with respect to seismic-induced ground shaking. Additionally, although the project site is located within 0.24 mile (approximately 1,200 feet) of the active Hollywood Fault, and is close to many other faults on a larger regional level, the potential for seismic hazards is not higher than in other areas of the City of Los Angeles or elsewhere in the region. Such risks have been addressed in the project-specific seismic design and engineering plans for the CRA Approved Project, which the Modified Project would not change.

Therefore, consistent with the Certified EIR's conclusions for the CRA Approved Project, Modified Project impacts would be less than significant with mitigation. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or exacerbate existing environmental conditions that would cause a substantial increase in the severity of previously identified significant effects related to exposing people or structures to the risk of loss, injury, or death involving seismic induced ground shaking.

Like the Modified Project, the No Automated Steel Parking Structure impacts related to exposing people or structures to the risk of loss, injury, or death involving seismic induced ground shaking would be less than significant with mitigation and would not involve new significant environmental effects or exacerbate existing environmental conditions that would cause a substantial increase in the severity of previously identified significant effects related to exposing people or structures to the risk of loss, injury, or death involving seismic induced ground shaking.

**b. Erosion and Loss of Topsoil**

The Certified EIR determined that the CRA Approved Project would result in less-than-significant impacts with mitigation with respect to erosion and topsoil.

The Modified Project does not have the potential to result in erosion of soils during site preparation and construction activities, as the Modified Project's additional construction would only require minimal on-site construction associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations. Nevertheless, similar to the CRA Approved Project, the Modified Project would implement Certified EIR Mitigation Measure MM IV.C-5, which ensures appropriate erosion control and drainage devices shall be incorporated, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Therefore, consistent with the CRA Approved Project analyzed in the Certified EIR, construction impacts related to soil erosion would be less than significant.

Like the Modified Project, construction impacts related to soil erosion for the No Automated Steel Parking Structure would be less than significant.

**c. Expansive Soils**

The Certified EIR stated with adherence to the geotechnical engineering recommendations provided in the CRA Approved Project's Geotechnical Report and the mitigation measures identified in Section IV.C Geology and Soils of the Certified EIR for the CRA Approved Project, impacts with respect to expansive soils would be less than significant. Therefore, the Certified EIR concluded the CRA Approved Project would result in less than significant impacts associated with expansive soils with incorporation of mitigation measures.

The Modified Project would include a new automated steel parking structure that is proposed to be located above the parking area on Level L3 (within the approximate height of Level L4 of the rest of the podium structure), which would include two floors of automated parking. With the

geotechnical modification proposed for the Modified Project described in detail in Section IV.C, Geology and Soils, of the Draft Supplemental EIR, the applied pressure increases at all footings as a result of the automated steel parking structure would comply with the recommendations stated in the Modified Project's Geotechnical Report and will remain consistent with the recommended bearing pressure maximum of provided in the CRA Approved Project's Geotechnical Report and associated addenda.

In addition, the Modified Project would implement Certified EIR Code-Required (Regulatory Compliance) Measure IV.C-2, Certified EIR Mitigation Measure MM IV.C-2.1, and Certified EIR Mitigation Measure MM IV.C-2.2. Regulatory Compliance Measure Certified EIR Code-Required Measure IV.C-2 ensures the Modified Project would be designed and constructed in accordance with the requirements outlined in the 2011 City of Los Angeles Uniform Building Code, including all applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations and fills. Certified EIR Mitigation Measure MM IV.C-2.1 ensures the Modified Project would be designed and constructed in accordance with the recommendations provided in the CRA Approved Project's Geotechnical Report, the Modified Project's Geotechnical Report, and the Modified Project's Structural Narrative, or as they may be amended by request of the City. Certified EIR Mitigation Measure MM IV.C-2.2 requires the applicant to ensure geotechnical testing and observation be conducted on-site by a state certified geotechnical engineer during any excavation and earthwork activities to ensure that recommendations provided in the CRA Approved Project's Geotechnical Report and the Modified Project's Geotechnical Report are implemented where applicable. With adherence to the geotechnical engineering recommendations provided in the Modified Project's Geotechnical Report, Certified EIR Code-Required Measure IV.C-2, Certified EIR Mitigation Measure MM IV.C-2.1, and Certified EIR Mitigation Measure MM IV.C-2.2, the Modified Project's impacts with respect to expansive soils would be less than significant, consistent with the Certified EIR's conclusions for the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or exacerbate existing environmental conditions that would cause a substantial increase in the severity of previously identified significant effects related to expansive soils.

Like the Modified Project, with adherence to the geotechnical engineering recommendations provided in the Modified Project's Geotechnical Report, Certified EIR Code-Required Measure IV.C-2, Certified EIR Mitigation Measure MM IV.C-2.1, and Certified EIR Mitigation Measure MM IV.C-2.2, the No Automated Steel Parking Structure Alternative's impacts with respect to expansive soils would be less than significant and would not involve new significant environmental effects or exacerbate existing environmental conditions that would cause a substantial increase in the severity of previously identified significant effects related to expansive soils.

#### **d. Groundwater**

The Certified EIR stated, based on borings taken by GeoDesign, Inc. in November 2006, the highest groundwater level reported was at an elevation of 312.5 feet, approximately 49 feet bgs, which is below the lowest basement level of the CRA Approved Project. The Certified EIR concluded, with adherence to the geotechnical engineering recommendations provided in the CRA Approved Project's Geotechnical Report and mitigation measures identified in Section IV.C Geology and Soils of the Certified EIR, the CRA Approved Project would result in less than significant impacts with mitigation related to the groundwater table.

The Modified Project is located on the same project site as the CRA Approved Project. The Modified Project would result in the addition of an automated steel parking structure that is proposed to be located above the parking area on Level L3 (within the approximate height of Level L4 of the rest of the podium structure), which would include two floors of automated parking. As impacts to geology and soils are site-specific and the Modified Project and CRA Approved

Project are located on the same project site, the Modified Project utilizes the same borings taken for the CRA Approved Project. As such, based on borings taken by GeoDesign, Inc. in November 2006, the highest groundwater level reported was at an elevation of 312.5 feet, approximately 49 feet bgs. Based on the data from these borings, the groundwater level at the project site is approximately nine to ten feet below the lowest basement level of the vacant 22-story, approximately 250-foot high mixed use building and closed approximately 18,962 square-foot public park on the project site and is not anticipated to rise significantly during the lifetime of the Modified Project. The structural modifications to the existing reinforced concrete structure associated with the automated steel parking structure, would not extend beyond the depth of existing footings. Thus, the structural modifications associated with the automated steel parking structure would not extend the footings into the groundwater table. In addition, the Modified Project would implement Certified EIR Mitigation Measure MM IV.C-2.2. Certified EIR Mitigation Measure MM IV.C-2.2 requires the applicant to ensure geotechnical testing and observation be conducted on-site by a state certified geotechnical engineer during any excavation and earthwork activities to ensure that recommendations provided in the CRA Approved Project's Geotechnical Report and the Modified Project's Geotechnical Report are implemented where applicable. With adherence to the geotechnical engineering recommendations provided in the Modified Project's Geotechnical Report and Certified EIR Mitigation Measure MM IV.C-2.2, the Modified Project's impacts with respect to groundwater would be less than significant, consistent with the Certified EIR's conclusions for the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or exacerbate existing environmental conditions that would cause a substantial increase in the severity of previously identified significant effects related to the groundwater table.

Like the Modified Project, with adherence to the geotechnical engineering recommendations provided in the Modified Project's Geotechnical Report and Certified EIR Mitigation Measure MM IV.C-2.2, the No Automated Steel Parking Structure Alternative's impacts with respect to groundwater would be less than significant and would not involve new significant environmental effects or exacerbate existing environmental conditions that would cause a substantial increase in the severity of previously identified significant effects related to the groundwater table.

## **2. Project Design Features**

No Project Design Features are proposed for Geology and Soils.

## **3. Mitigation Measures**

**Certified EIR Mitigation Measure MM IV.C-2.1:** The Modified Project shall be designed and constructed in accordance with the recommendations provided in the CRA Approved Project's Geotechnical Report, the Modified Project's Geotechnical Report, and the Modified Project's Structural Narrative or as they may be amended by request of the City.

**Certified EIR Mitigation Measure MM IV.C-2.2:** The Modified Project Applicant shall ensure geotechnical testing and observation be conducted on-site by a state certified geotechnical engineer during any excavation and earthwork activities to ensure that recommendations provided in the CRA Approved Project's Geotechnical Report and the Modified Project's Geotechnical Report are implemented where applicable or as they may be amended by request of the City.

**Certified EIR Mitigation Measure MM IV.C-5:** Appropriate erosion control and drainage devices shall be incorporated, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Outlets of culverts, conduits or channels shall be protected from erosion by discharge velocities by installing rock outlet protection. (Rock outlet protection is physical device composed of rock, grouted riprap, or

concrete rubble placed at the outlet of a pipe.) Sediment traps shall be installed below the pipe-outlet. Outlet protection shall be inspected, repaired, and maintained after each significant rain.

#### **4. Finding**

Changes or alternations and mitigation measures have been required in, or incorporated into, the Modified Project and the No Automated Steel Parking Structure Alternative which avoid or substantially lessen the potentially significant impacts associated with Geology and Soils, as identified in the Supplemental EIR, to less than significant levels.

#### **5. Rationale for Finding**

As discussed above, the Certified EIR concluded the CRA Approved Project would result in less than significant impacts with mitigation related to exposing people or structures to the risk of loss, injury, or death involving seismic induced ground shaking, expansive soils, and ground water. The Modified Project and the No Automated Steel Parking Structure Alternative would implement Certified EIR Mitigation Measure MM IV.C-2.1, which ensures the Modified Project and the No Automated Steel Parking Structure Alternative would be designed and constructed in accordance with the recommendations provided in the CRA Approved Project's Geotechnical Report, the Modified Project's Geotechnical Report, and the Modified Project's Structural Narrative, or as they may be amended by request of the City. The Modified Project and the No Automated Steel Parking Structure Alternative would also implement Certified EIR Mitigation Measure MM IV.C-2.2, which requires the Applicant to ensure geotechnical testing and observation be conducted on-site by a state certified geotechnical engineer during any excavation and earthwork activities to ensure that recommendations provided in the CRA Approved Project's Geotechnical Report and the Modified Project's Geotechnical Report are implemented where applicable. Therefore, consistent with the Certified EIR's conclusions for the CRA Approved Project, Modified Project and the No Automated Steel Parking Structure Alternative impacts would be less than significant with mitigation.

In addition, similar to the CRA Approved Project, the Modified Project and the No Automated Steel Parking Structure Alternative would implement Certified EIR Mitigation Measure MM IV.C-5, which ensures appropriate erosion control and drainage devices shall be incorporated, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Therefore, consistent with the CRA Approved Project analyzed in the Certified EIR, construction impacts related to soil erosion would be less than significant.

Accordingly, as compared to the CRA Approved Project, the proposed Modified Project and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or exacerbate existing environmental conditions that would cause a substantial increase in the severity of previously identified significant effects related to expansive soils.

#### **6. Reference**

For a complete discussion of Geology and Soils see Sections IV.C Geology and Soils and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.



**B. Noise (Cumulative Construction Noise/Vibration Impacts)****1. Description****a. Cumulative Construction Noise**

The Certified EIR concluded the CRA Approved Project would result in less than significant impacts related to cumulative construction noise.

Noise impacts are localized in nature and decrease substantially with distance. Accordingly, the cumulative construction noise impact analysis focused on the nearest related projects. The Modified Project and the nearest related project, Related Project 46, located at 5901 Sunset Boulevard, immediately east of the project site, could potentially result in cumulative construction noise impacts to Emerson College on Sunset Boulevard (Sensitive Receptor No. 13) and 1527 – 1533  $\frac{3}{4}$  Bronson Street (Sensitive Receptor No. 9), which are one- to two-story multi-family residential buildings.

If construction activities for the Modified Project and Related Project 46 happened concurrently, the outdoor noise levels at Emerson College would not increase ambient exterior noise levels by the 5 dBA or more at Emerson College even if construction of the Modified Project and Related Project 46 occur concurrently. Thus, the cumulative construction noise impact of the Modified Project and Related Project 46 to Emerson College would be less than significant.

Outdoor noise levels at 1527 – 1533  $\frac{3}{4}$  Bronson Street (Sensitive Receptor No. 9) could reach 89 dBA Leq during the additional construction activities of the Modified Project. 1527 – 1533  $\frac{3}{4}$  Bronson Street (Sensitive Receptor No. 9) is located adjacent to Related Project 46, approximately 10 feet to the north. At this distance, outdoor noise levels at 1527 – 1533  $\frac{3}{4}$  Bronson Street (Sensitive Receptor No. 9) could reach 97.3 dBA during construction of Related Project 46. If the additional construction activities for the Modified Project and the construction activities for the Related Project 46 happened concurrently, the outdoor noise levels at 1527 – 1533  $\frac{3}{4}$  Bronson Street could reach 97.9 dBA, which is an increase above ambient exterior noise levels of more than 5 dBA. However, the Modified Project's contribution to that cumulative construction noise level at 1527 – 1533  $\frac{3}{4}$  Bronson Street would only be 0.6 dBA. Because Related Project 46's construction noise is closer to 1527 – 1533  $\frac{3}{4}$  Bronson Street than the Modified Project's additional construction noise, Related Project 46's construction noise would be the dominant noise source generating an impact. As a result, the Modified Project's additional 0.6 dBA contribution to cumulative construction noise would not be perceptible to the human ear and therefore would not be cumulatively considerable. Nevertheless, the Modified Project would also implement Mitigation Measure MM F-1.4, which would ensure that if the Modified Project's additional construction activities and Related Project 46's construction activities happen concurrently, then the Modified Project's additional construction activities would not exceed the existing ambient noise levels by 5 dBA at the Modified Project's property line. With implementation of MM F-1.4 the Modified Project's additional contribution to noise at 1527 – 1533  $\frac{3}{4}$  Bronson Street would be reduced to 0.018 dBA. As such, with implementation of Mitigation Measure MM F-1.4, the cumulative construction outdoor noise levels at 1527 – 1533  $\frac{3}{4}$  Bronson Street (Sensitive Receptor No. 9) could reach 97.3 dBA, which is the same noise level that could be reached with the construction of Related Project 46 alone. Therefore, the Modified Project would not contribute to a cumulative construction noise impact for 1527 – 1533  $\frac{3}{4}$  Bronson Street (Sensitive Receptor No. 9). Thus, with implementation of Mitigation Measure MM F-1.4, the Modified Project's cumulative construction noise impacts would be less than significant.

Additionally, the Modified Project, based on the provisions set forth in LAMC 112.05, would implement Regulatory Compliance Measures CM F-1 and CM F-2, which ensure the Modified Project's compliance with LAMC Section 112.05 to prohibit the emission or creation of noise

beyond certain levels at adjacent uses unless technically infeasible and LAMC Section 41.40, which limits construction to the hours of 7:00 A.M. to 9:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday. The Modified Project would also incorporate Mitigation Measures MM F-1.1, MM F-1.2, and Certified EIR Mitigation Measure MM F-1.1 through Certified EIR Mitigation Measure MM F-1.5, which would reduce construction noise to the maximum extent feasible. With the implementation of these measures, the Modified Project's cumulative construction noise contribution at 1527 – 1533  $\frac{3}{4}$  Bronson Street (Sensitive Receptor No. 9) would be less than significant. Furthermore, Related Project 46 as well as other related projects, would be required to comply with the provisions of the LAMC and implement mitigation measures to reduce construction noise to the maximum extent feasible. As such, the Modified Project's cumulative construction noise impacts would be less than significant.

Like the Modified Project, with implementation of the above described measures cumulative construction noise impacts associated with the No Automated Steel Parking Structure Alternative would be less than significant.

#### **b. Cumulative Groundborne Vibration**

For cumulative construction-related truck trip groundborne vibration impacts, no sensitive receptors or other structures would be within 24 feet of the haul trucks on the haul truck route for the Modified Project or the related projects that would utilize the same haul route on Sunset Boulevard. Additionally, because vibration drops off rapidly with distance, there is rarely a cumulative increase in ground vibration from the presence of multiple trucks. Furthermore, Sunset Boulevard, as a commercial corridor, is already utilized by heavy duty trucks and is classified as an Avenue I in the City of Los Angeles Mobility Plan 2035. Based on this information, the Modified Project and the related projects' would not be expected to increase vibration levels associated with construction trucks along Sunset Boulevard.

For cumulative construction-related activity groundborne vibration impacts, the Modified Project and the nearest related project, Related Project 46, located at 5901 Sunset Boulevard, immediately east of the project site, could potentially result in cumulative groundborne vibration annoyance impacts from construction activities to 1527 – 1533  $\frac{3}{4}$  Bronson Street (Sensitive Receptor No. 9). The Modified Project's additional construction activities would result in groundborne vibration levels of 0.018 PPV (in./sec.) at Sensitive Receptor No. 9, which would be well below the distinctly perceptible thresholds for groundborne vibration of 0.25 PPV (in./sec.) for transient sources and 0.04 PPV (in./sec.) threshold for human annoyance from continuous/frequent intermittent sources and therefore would have a less than significant impact on Sensitive Receptor No. 9. The EIR for Related Project 46 concluded that the 5901 Sunset Boulevard Project's construction activities would result in a significant unavoidable impact with respect to groundborne human annoyance on Sensitive Receptor 9. Groundborne vibration decreases substantially as the distance between the receptor and the source increases. Therefore, because Related Project 46's construction activities are closer to Sensitive Receptor No. 9 than the Modified Project's additional construction activities, the Modified Project's construction related vibration would not be the dominant vibration-generating source for impacts to Sensitive Receptor No. 9. Nevertheless, to ensure that the Modified Project does not increase cumulative groundborne vibration impacts with respect to frequency or intensity at Sensitive Receptor No. 9, the Modified Project would implement Mitigation Measure MM F-1.5.

Specifically, Mitigation Measure MM F-1.5 would ensure that if the Modified Project's additional construction activities and Related Project 46's construction activities occur concurrently, then the Modified Project's additional construction activities would be temporarily halted if the groundborne vibration levels at the Modified Project's property line closest to Sensitive Receptor No. 9 reach 0.035 PPV. Implementation of this measure would ensure that groundborne vibration at the property line would not exceed 0.04 PPV (in./sec.), which is the threshold for groundborne

vibration for continuous/frequent intermittent sources. Measurement of groundborne vibration levels at the Modified Project's property line would include the cumulative vibration generated from both the Modified Project's additional construction activities as well as groundborne vibration generated from Related Project 46 if construction of both projects is occurring at the same time. As a result, the measurement of groundborne vibration at the Modified Project's property line is conservative because it will ensure that the 0.04 PPV (in./sec.) threshold is not exceeded at Sensitive Receptor No. 9 since actual groundborne vibration would further attenuate below the threshold with the additional distance between the property line and Sensitive Receptor No. 9. Thus, with implementation of Mitigation Measure MM F-1.5 the Modified Project's additional construction would not contribute to additional groundborne vibration impacts at Sensitive Receptor No. 9. Therefore, with implementation of Mitigation Measure MM F-1.5, the Modified Project would not contribute to a cumulative construction-related groundborne vibration impact for Sensitive Receptor No. 9. Accordingly, cumulative groundborne vibration impacts would be less than significant.

Like the Modified Project, with implementation of the above described measures cumulative construction-related groundborne vibration impacts associated with the No Automated Steel Parking Structure Alternative would be less than significant.

## **2. Project Design Features**

No Project Design Features are proposed for Noise/Vibration.

## **3. Mitigation Measures**

**MM F-1.4:** The Modified Project's contractor shall retain the services of a qualified noise consultant to monitor noise at the Modified Project's property line when the Modified Project's additional construction activities and Related Project 46's construction activities occur concurrently. If the measured noise levels during concurrent construction exceed the existing ambient noise levels by 4.9 dBA at the Modified Project's property line, the Modified Project's contractor shall evaluate and employ alternative construction methods to ensure that the Modified Project's additional construction activities shall not exceed the existing ambient noise levels by 5 dBA at the Modified Project's property line.

**MM F-1.5:** The Modified Project's contractor shall retain the services of a qualified vibration consultant to monitor vibration at the Modified Project's property line closest to Sensitive Receptor No. 9 (i.e., 1527 – 1533  $\frac{3}{4}$  Bronson Street) when the Modified Project's additional construction activities and Related Project 46's construction activities occur concurrently. If the measured vibration levels during concurrent construction exceed 0.035 PPV (in./sec.) at the Modified Project's property line closest to Sensitive Receptor No. 9, the Modified Project's contractor shall halt groundborne vibration-generating construction activities and evaluate and employ alternative construction methods to ensure that vibration at the Modified Project's property line closest to Sensitive Receptor No. 9 (i.e., 1527 – 1533  $\frac{3}{4}$  Bronson Street) does not exceed 0.04 PPV (in./sec.).

See also Mitigation Measures MM F-1.1, MM F-1.2, and Certified EIR Mitigation Measure MM F-1.1 through Certified EIR Mitigation Measure MM F 1.5, discussed further in Section X of these Findings, which would reduce construction noise to the maximum extent feasible.

## **4. Finding**

Changes or alternations and mitigation measures have been required in, or incorporated into, the Modified Project and the No Automated Steel Parking Structure Alternative which avoid or

substantially lessen the potentially significant impacts associated with Cumulative Construction Noise/Vibration Impacts, as identified in the Supplemental EIR, to less than significant levels.

## **5. Rationale for Finding**

Regarding cumulative construction noise, if the Modified Project's or the No Automated Steel Parking Structure Alternative's additional construction activities and the construction activities for the Related Project 46, located at 5901 Sunset Boulevard, happened concurrently, the outdoor noise levels at 1527 – 1533 ¾ Bronson Street could reach 97.9 dBA, which is an increase above ambient exterior noise levels of more than 5 dBA. The Modified Project's contribution to the cumulative construction noise would be 0.6 dBA and would not be perceptible to the human ear and therefore would not be cumulatively considerable. Nevertheless, the Modified Project and the No Automated Steel Parking Structure Alternative would also implement Mitigation Measure MM F-1.4, which would ensure that if the Modified Project's or the No Automated Steel Parking Structure Alternative's additional construction activities and Related Project 46's construction activities happen concurrently, then the additional construction activities would not exceed the existing ambient noise levels by 5 dBA at the Modified Project's property line. Thus, with implementation of Mitigation Measure MM F-1.4, the Modified Project's and the No Automated Steel Parking Structure Alternative's cumulative construction noise impacts would be less than significant.

Regarding cumulative construction-related activity groundborne vibration impacts, the Modified Project or the No Automated Steel Parking Structure Alternative and the nearest related project, Related Project 46, located at 5901 Sunset Boulevard, immediately east of the project site, could potentially result in cumulative groundborne vibration annoyance impacts from construction activities to 1527 – 1533 ¾ Bronson Street (Sensitive Receptor No. 9). While the Modified Project's and the No Automated Steel Parking Structure Alternative's construction related vibration would not be the dominant vibration-generating source for impacts to Sensitive Receptor No. 9, to ensure that the Modified Project and the No Automated Steel Parking Structure Alternative do not increase cumulative groundborne vibration impacts with respect to frequency or intensity at Sensitive Receptor No. 9, the Modified Project and No Automated Steel Parking Structure Alternative would implement Mitigation Measure MM F-1.5. Mitigation Measure MM F-1.5 would ensure that if the Modified Project's or the No Automated Steel Parking Structure Alternative's additional construction activities and Related Project 46's construction activities occur concurrently, then the additional construction activities would be temporarily halted if the groundborne vibration levels at the Modified Project's property line closest to Sensitive Receptor No. 9 reach 0.035 PPV. Implementation of this measure would ensure that groundborne vibration at the property line would not exceed 0.04 PPV (in./sec.), which is the threshold for groundborne vibration for continuous/frequent intermittent sources. Thus, with implementation of Mitigation Measure MM F-1.5 the Modified Project's and the No Automated Steel Parking Structure Alternative's additional construction would not contribute to additional groundborne vibration impacts at Sensitive Receptor No. 9. Therefore, with implementation of Mitigation Measure MM F-1.5, the Modified Project and the No Automated Steel Parking Structure Alternative would not contribute to a cumulative construction-related groundborne vibration impact for Sensitive Receptor No. 9. Accordingly, cumulative groundborne vibration impacts would be less than significant.

## **6. Reference**

For a complete discussion of Noise (Cumulative Construction Noise/Vibration) see Sections IV.F Noise and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

**C. Land Use Planning Operational (City of Los Angeles Planning and Zoning Code Consistency)**

**1. Description**

The Certified EIR concluded the CRA Approved Project, with approval of the requested discretionary actions and adoption of the required findings, would have less than significant impacts related to consistency with the proposed zoning designations with the incorporation of Certified EIR Mitigation Measure MM IV.H-7, which provides that the CRA Approved Project applicant shall procure all necessary entitlements and land use approvals from the Planning Department, including but not limited to the various discretionary actions identified in the Certified EIR.

Implementation of the Modified Project would result in the modification of the CRA Approved Project. To permit the Modified Project the Applicant is proposing a General Plan Amendment, Vesting Zone Change and Height District Change so that the entire project site is subject to uniform land use designations and zoning requirements and a Vesting Tentative Tract Map to merge all of the lots on the project site into a single lot.

Specifically, the Modified Project is seeking a General Plan Amendment to the Hollywood Community Plan from High Medium Density Residential to Regional Center Commercial such that the land use designation for the entire project site is Regional Center Commercial. In addition, the Project is seeking a Vesting Zone Change from the (T)(Q)C2 Zone and the (T)(Q)R4 Zone such that the entire project site would be in the C2 Zone. With the approval of the requested General Plan Amendment and Vesting Zone Change, the Modified Project would conform to the permitted uses of LAMC Section 12.14.

The Modified Project is proposing a Vesting Zone Change and Height District Change for the entire project site to a uniform zoning and height district of C2-2D. The proposed "D" Limitation for the Modified Project would limit the number of residential dwelling units allowed on the project site to 299 units. In addition, the proposed "D" Limitation would provide for the following limitations across the entire project site: a) the total allowable floor area for the entire site not to exceed approximately 324,693 square feet (4.5:1 FAR), in lieu of the 6:1 FAR otherwise permitted in Height District 2; and b) the mixed-use building height to approximately 250 feet, (total of 22 stories).

The proposed Modified Project will contain 299 residential apartment units, of which 5 percent of the total units (15 units) will be reserved for tenants at the "Very Low" income level, and therefore qualifies for a Density Bonus under the Municipal Code (see LAMC Section 12.22 A.25(c)). The proposed Modified Project is not utilizing the Municipal Code's Density Bonus provisions for additional residential units within the Modified Project. However, per LAMC Section 12.22 A.25(d)(1) – Affordable Housing Incentives, because the Modified Project qualifies for a Density Bonus, the Applicant will apply Parking Option 1 to the Modified Project's residential parking requirements. The Modified Project also qualifies for one on-menu incentive pursuant to LAMC Section 12.22 A.25(e)(1) and requests a 20 percent decrease in open space requirements to the Modified Project (see LAMC Section 12.22 A.25(f)(6)). With the approval of this on-menu incentive, the LAMC open space requirement would be reduced to 35,060 square feet for the Modified Project, which the Modified Project would exceed as the Modified Project proposes to provide 35,234 square feet of open space.

With the approval of the requested Vesting Zone Change and Height District Change, the Modified Project would comply with the permitted density for the project site, which is consistent with the Certified EIR's conclusion that the CRA Approved Project would comply with the permitted density for the project site with the approval of the requested entitlements. In addition, the Modified

Project's yard setbacks would be consistent with the requirements of the proposed Zone Change, which is also consistent with the analysis in the Certified EIR.

The relevant land use changes between the CRA Approved Project and the Modified Project would not substantially increase the less-than-significant impact related to consistency with the LAMC. Therefore, compared to the analysis in the Certified EIR, the Modified Project also would be consistent with the LAMC with incorporation of Certified EIR Mitigation Measure MM IV.H-7, which ensures the Modified Project Applicant shall obtain approval of the Modified Project's requested land use entitlements from the Planning Department, including but not limited to the various discretionary actions as listed in Section 3, Item B of Section IV.H. Land Use Planning in the Draft Supplemental EIR. As such, with approval of the requested entitlements, the Modified Project would be in conformance with the LAMC and land use impacts would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with the existing density and floor area requirements in the LAMC.

Like the Modified Project, with approval of the requested entitlements, the No Automated Steel Parking Structure Alternative would be in conformance with the LAMC and land use impacts would be less than significant and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with the existing density and floor area requirements in the LAMC.

## **2. Project Design Features**

No Project Design Features are proposed for Land Use Planning Operational (City of Los Angeles Planning and Zoning Code Consistency).

## **3. Mitigation Measures**

**Certified EIR Mitigation Measure MM IV.H-7:** The Applicant shall procure all necessary entitlements and land use approvals from the City of Los Angeles Department of City Planning, including but not limited to the various discretionary actions as listed above in Section 3, Item B of Section IV.H. Land Use Planning in the Draft Supplemental EIR.

## **4. Finding**

Changes or alternations and mitigation measures have been required in, or incorporated into, the Modified Project and the No Automated Steel Parking Structure Alternative which avoid or substantially lessen the potentially significant impacts associated with Land Use Planning Operational (City of Los Angeles Planning and Zoning Code Consistency), as identified in the Supplemental EIR, to less than significant levels.

## **5. Rationale for Finding**

The relevant land use changes between the CRA Approved Project and the Modified Project or the No Automated Steel Parking Structure Alternative would not substantially increase the less than significant impact related to consistency with the LAMC. Compared to the analysis in the Certified EIR, the Modified Project and the No Automated Steel Parking Structure Alternative also would be consistent with the LAMC with incorporation of Certified EIR Mitigation Measure MM IV.H-7, which ensures the Modified Project Applicant shall obtain approval of the requested land use entitlements from the Planning Department. As such, with approval of the requested entitlements, the Modified Project and the No Automated Steel Parking Structure Alternative

would be in conformance with the LAMC and land use impacts would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consistency with the LAMC.

## **6. Reference**

For a complete discussion of Land Use Planning Operational (City of Los Angeles Planning and Zoning Code Consistency) see Sections IV.H Land Use Planning and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

### **D. Public Utilities (Solid Waste)**

#### **1. Description**

##### **a. Construction**

The Certified EIR concluded the CRA Approved Project would result in less-than-significant impacts related to solid waste disposal resources during construction with mitigation measures incorporated. The CRA Approved Project was estimated to generate approximately 32.3 tons of waste per working day, which would be within the excess permitted daily intake capacity of area landfills and recycling centers. Therefore, the Certified EIR concluded impacts associated with demolition and construction debris would be less than significant.

For purposes of quantifying the estimated construction and demolition debris associated with construction of the Modified Project, the analysis quantifies the estimated construction and demolition debris associated with: 1) the construction activities that occurred as part of construction of the vacant 22-story, approximately 250-foot high mixed use building of approximately 319,562 square feet of floor area and closed approximately 18,962 square foot public park, which were completed in 2014; and 2) the additional construction activities necessary for the Modified Project associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations. For comparative purposes, the Modified Project would generate an estimated total of 2,453 tons of demolition and construction debris as compared to the CRA Approved Project generating an estimated total of 2,348 tons of demolition and construction debris. The Modified Project's total of 2,453 tons of construction and demolition debris, is not a substantial increase from the CRA Approved Project's projected construction and demolition debris (2,348 tons). Furthermore, the construction waste generated during the Modified Project's additional construction period associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations, which is expected to last approximately four months, is estimated to generate a total of 77 tons of demolition and construction debris. Assuming 22 working days per month, the Modified Project's additional construction period would generate approximately 0.88 tons of waste per working day, which is not a substantial increase from the tons of waste per working day generated by the CRA Approved Project. Therefore, the solid waste impacts as a result of construction of the Modified Project would not substantially increase the solid waste impacts identified in the Certified EIR for the CRA Approved Project during construction. Consistent with the CRA Approved Project, impacts associated with demolition and construction debris would be less than significant.

Additionally, the Sunshine and Chiquita Canyon Landfills would likely be the primary disposal and recycling sites used for demolition and construction debris and the construction solid waste generated by the Modified Project's additional construction would be well within the daily capacity currently available at the Sunshine Canyon Landfill and the Chiquita Canyon Landfill. Therefore, the Modified Project's solid waste impacts during construction would be less than significant.

Furthermore, similar to the CRA Approved Project, the California Green Building Standards Code prescribes mandatory measures for residential projects to recycle and/or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition waste. Per the 2010 L.A. Green Code, the Modified Project would also implement a construction waste management plan to achieve the 2010 L.A. Green Code's requirement of 50 percent diversion from landfills. Therefore, the California Green Building Standards Code and the 2010 L.A. Green Code's mandatory measures would further reduce the Modified Project's construction and demolition debris. With compliance with the California Green Building Standards Code and the 2010 L.A. Green Code, the Modified Project's construction would generate less demolition and construction debris than the estimated 2,453 tons of construction and demolition debris. As such, the solid waste impacts as a result of the construction of the Modified Project would not substantially increase the solid waste impacts identified in the Certified EIR for the CRA Approved Project. Furthermore, implementation of Regulatory Compliance Measure CM I.4-1, would effectively achieve a 50 percent reduction in the Modified Project's solid waste disposal needs upon area landfills. Additionally, implementation of mitigation measure Certified EIR Mitigation Measure MM IV.H-4-1, which ensures the Applicant develops a construction and debris recycling program, would reduce impacts to solid waste to less than significant levels. Therefore, consistent with the analysis in the Certified EIR for the CRA Approved Project, the Modified Project's construction would comply with all applicable regulations related to solid waste and construction related solid waste impact upon regional landfill capacity would therefore be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to solid waste during construction.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's construction would comply with all applicable regulations related to solid waste and construction related solid waste impact upon regional landfill capacity would therefore be less than significant and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to solid waste during construction.

#### **b. Operation**

The Certified EIR concluded the CRA Approved Project would result in less than significant impacts related to solid waste disposal resources with mitigation measures incorporated. The Certified EIR determined the CRA Approved Project daily contribution to the Sunshine Canyon landfill would represent well under one percent of the current excess remaining capacity. Because this increase is negligible in relation to the region as a whole, and solid waste disposal solutions are continuously being sought after on the regional level, the Certified EIR concluded the CRA Approved Project operational solid waste impacts would be considered less than significant.

Operation of the Modified Project would cause an on-going generation of solid waste throughout the lifespan of the Modified Project. For comparative purposes, the Modified Project's net increase in solid waste generation would be 3,599.3 net pounds (1.8 tons) of solid waste per day, or approximately 657 tons per year as compared to the CRA Approved Project's net increase of 3,891.3 net pounds (1.9 tons), or approximately 693.5 tons per year. The Modified Project's gross increase would be 4,078 gross pounds (2.04 tons) of solid waste per day, or approximately 745 tons per year as compared to the CRA Approved Project's gross increase of 4,370 gross pounds (2.2 tons), or approximately 803 tons per year. The Modified Project would generate less solid waste than the CRA Approved Project during operation.

The Modified Project's solid waste contribution to the Sunshine Canyon Landfill represents well under one percent of the current excess remaining capacity, which is consistent with the analysis



in the Certified EIR for the CRA Approved Project and would not substantially increase the solid waste impacts identified in the Certified EIR for the CRA Approved Project. Furthermore, the additional solid waste demands generated by the Modified Project could be readily accommodated by the existing regional landfill operations without the need to expand operations or divert existing waste streams to alternative locations. Additionally, mitigation measure Certified EIR Mitigation Measure MM IV.H-4-2, which ensures the Applicant develops an operational project recycling plan, would reduce impacts upon solid waste disposal facilities to less than significant levels. Therefore, consistent with the analysis in the Certified EIR for the CRA Approved Project, the Modified Project would comply with all applicable regulations related to solid waste and the Modified Project's solid waste impact upon regional landfill capacity would be considered less than significant. Moreover, the solid waste impacts associated with the Modified Project's modifications during operation are less than the CRA Approved Project's solid waste impacts during operation. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to solid waste during operation.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would comply with all applicable regulations related to solid waste and the No Automated Steel Parking Structure Alternative's solid waste impact upon regional landfill capacity would be considered less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to solid waste during operation.

## **2. Project Design Features**

No Project Design Features are proposed for Public Utilities (Solid Waste).

## **3. Mitigation Measures**

**Certified EIR Mitigation Measure MM IV.H-4-1:** The Applicant shall develop a construction and demolition debris recycling program to divert construction related solid waste and demolition debris from area landfills.

**Certified EIR Mitigation Measure MM IV.H-4-2:** The Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the project. As a result of the City's space allocation ordinance, the Los Angeles Municipal Code (LAMC) includes provisions for recycling areas or rooms in all new development projects.

## **4. Finding**

Changes or alternations and mitigation measures have been required in, or incorporated into, the Modified Project and the No Automated Steel Parking Structure Alternative which avoid or substantially lessen the potentially significant impacts associated with Public Utilities (Solid Waste), as identified in the Supplemental EIR, to less than significant levels.

## **5. Rationale for Finding**

The Modified Project and the No Automated Steel Parking Structure Alternative's impacts with respect to solid waste would be less than significant with implementation of the Certified EIR Mitigation Measure MM IV.H-4-1 and Certified EIR Mitigation Measure MM IV.H-4-2, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project and the No Automated

Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to solid waste.

## **6. Reference**

For a complete discussion of Public Services (Police Services) see Sections IV.J Public Services and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

### **E. Public Services (Police Services)**

#### **1. Description**

##### **a. Police Services (Construction)**

##### **(1) Theft and Vandalism**

The Certified EIR concluded the CRA Approved Project would result in less than significant impacts to police services during construction related to theft and vandalism with incorporation of mitigation measures. The Certified EIR determined under the CRA Approved Project's construction of a mixed-use development, a significant impact to police services could occur. However, the CRA Approved Project would employ Mitigation Measures IV.J.1-1 and IV.J.1-2, which require erecting temporary fencing around the construction site to discourage trespassers and deploying security guards to monitor the construction site and deter any potential criminal activity to reduce the impact to police services. With implementation of these mitigation measures, the Certified EIR concluded that the CRA Approved Project would have a less than significant impact to police services during construction.

To allow for the development of the Modified Project minimal additional on-site construction is necessary associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations. Additional construction may be necessary to comply with the building code requirements. Like the CRA Approved Project, the Modified Project would implement Certified EIR Mitigation Measures MM J.1-1.1 and MM J.1-1.2, which require erecting temporary fencing around the project site to secure the project site and discourage trespassers and employing security guards to secure the project site during the construction process. Implementation of these mitigation measures would ensure that construction of the Modified Project would not result in substantial adverse physical impacts that would impact acceptable service ratios or response times or other performance objectives for police protection services because the Modified Project's construction would include security and design features during construction that would reduce the Modified Project's demand for police services and therefore impacts related to police services during the construction period are less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to police services during construction of the Modified Project due to theft and vandalism.

Like the Modified Project, with implementation of the above described mitigation measures, impacts related to police services due to theft and vandalism during construction for the No Automated Steel Parking Structure Alternative would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to police services during construction due to theft and vandalism.

## **(2) Construction-Related Traffic and Temporary Roadway or Sidewalk Closures**

The Certified EIR concluded the CRA Approved Project would result in less than significant impacts to police services during construction due to construction-related traffic and temporary roadway or sidewalk closures with incorporation of mitigation measures. As described in the Certified EIR, construction activities could require temporary lane closures on streets adjacent to the project site, which would have the potential to reduce emergency response times in the surrounding area. While the traffic lane closures were not expected for any extended periods for construction, in order to mitigate the potential temporary and short-term traffic impacts of any necessary lane and/or sidewalk closures, Certified EIR Mitigation Measure IV.J.1-2 required the development of a Construction Traffic Control/Management Plan to minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular and pedestrian circulation in the area of the CRA Approved Project.

To allow for the development of the Modified Project minimal additional construction is necessary associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations. Additional construction may be necessary to comply with the building code requirements. A traffic evaluation of the potential street traffic created by the Modified Project's additional construction activities was conducted in the Modified Project's Traffic Study, included as Appendix G to the Draft Supplemental EIR, and concluded that the additional construction associated with the Modified Project would not create traffic impacts in the vicinity of the project site.

The additional construction activities for the Modified Project could necessitate temporary lane closures on streets adjacent to the project site on a temporary and intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities as may be required. Site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to avoid any impacts to the neighborhood and surrounding traffic. All construction equipment would be staged on-site or immediately adjacent to the project site throughout the duration of the Modified Project's additional construction activities. It is not expected that complete closures of any streets would be required during the additional construction activities. The Modified Project would also implement Mitigation Measure IV.J.1-1.1 and Certified EIR Mitigation Measure MM IV.J.1-2.1, which ensures, prior to construction, the development of a Construction Traffic Control/Management Plan for the Modified Project to be approved by LADOT. With implementation of this mitigation measure, the Modified Project's construction-related traffic and temporary roadway or sidewalk closures would not result in substantial adverse physical impacts that would impact acceptable service ratios or response times or other performance objectives for police protection services because the Modified Project's construction would include design features to reduce the demand for police services and therefore impacts related to police services during the Modified Project's construction period would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to police services during additional construction of the Modified Project due to construction-related traffic.

Like the Modified Project, with implementation of the above described mitigation measures, impacts related to police services due to construction-related traffic during construction for the No Automated Steel Parking Structure Alternative would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to police services during construction due construction-related traffic.

**b. Police Services (Operational Impacts)**

**(1) Increase in Resident Population**

The Certified EIR concluded that the CRA Approved Project's operational impacts to police services due to an increase in resident population would be less than significant with incorporation of mitigation measures. The Certified EIR explained that the CRA Approved Project would provide an increased 24-hour community presence, which often has the result of reducing crime rates. Nevertheless, to reduce the potential for increasing the demands upon police services, the CRA Approved Project included Mitigation Measures MM IV.J.1-3.1 and MM IV.J.1-3.2 providing for positioned functional and thematic lighting, nighttime security lighting, full-time onsite professional security, building security systems, and secure parking facilities, and an on-site security plan to reduce operational impacts to police services to a less-than-significant level.

Like the CRA Approved Project, the Modified Project would provide an increased 24-hour community presence, which often has the result of reducing crime rates. Further, as compared to the CRA Approved Project, the Modified Project would result in a decrease in the on-site residential population (from 722 new residents to 715 new residents), and therefore the Modified Project's increase in land use activity and associated police service needs would be the same or less than the CRA Approved Project. Nevertheless, to reduce the potential for increasing the demands upon police services in the area, the Modified Project, consistent with the CRA Approved Project, would include strategically positioned functional and thematic lighting to enhance public safety (see Regulatory Compliance Measure CM J.1-1, which includes submitting a diagram showing access routes and information to facilitate police response to the Los Angeles Police Department's Crime Prevention Section). Visually obstructed and infrequently accessed "dead zones" would be limited and, where possible, security would be controlled to limit public access. The building and layout design would also include crime prevention features, such as nighttime security lighting, full-time onsite professional security, building security systems, and secure parking facilities for the Modified Project. In addition, the continuous visible and non-visible presence of residents and employees at all times of the day would provide a sense of security during evening and early morning hours.

As part of the Modified Project, the Applicant would implement an on-site security plan prepared in consultation with the LAPD Crime Prevention Unit to minimize the potential for on-site crime and reduce demands upon additional LAPD services. With implementation of the security plan (Certified EIR Mitigation Measure MM IV.J.1-3.1 and MM IV.J.1-3.2), the Modified Project's impacts upon police services would be less than significant, consistent with the Certified EIR's analysis of the CRA Approved Project. Additionally, implementation of Regulatory Compliance Measure CM J.1-1, which requires the Applicant to submit a diagram of each portion of the property to the Los Angeles Police Department's Crime Prevention Section prior to the issuance of any Certificate of Occupancy, would further reduce the Modified Project's impacts upon police services. Moreover, because of the decrease in the on-site residential population the Modified Project's impacts upon police services are the same or less than the CRA Approved Project's impacts upon police services. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to police services during operation of the Modified Project due to the resident population.

Like the Modified Project, with implementation of the above described mitigation measures the No Automated Steel Parking Structure Alternative's impacts upon police services would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to police services during operation due to the resident population.

## **(2) Increase Demands Upon Police Services**

The Certified EIR concluded the CRA Approved Project would result in less than significant impacts related to increase demands upon police services with implementation of mitigation measures. As described in the Certified EIR for the CRA Approved Project, the public park could attract additional persons to the project area. The Certified EIR stated the CRA Approved Project's Applicant would be required to manage and maintain the park in accordance with all public health and safety regulations and that implementation of the CRA Approved Project's security plan will provide a continuous security presence to deter criminal activity, which would reduce impacts related to increase demands upon police services to a less than significant level.

Compared to the CRA Approved Project, the Modified Project would slightly decrease the size of the public park (from 21,177 square feet to 18,962 square feet). Despite the small difference in square footage, consistent with the CRA Approved Project, the Modified Project's public park could attract additional persons to the project area. As with any public park or open space area, if not properly maintained and secured, such public places have the potential to attract criminal elements and blight. To reduce any such potential effects of the proposed park, the Applicant or Los Angeles Department of Recreation and Parks (RAP) (pending acquisition of a perpetual easement) will be required to manage and maintain the park in accordance with all public health and safety regulations. Furthermore, the Modified Project's security plan will provide a continuous security presence to deter criminal activity within and around the park (see Certified EIR Mitigation Measure MM IV.J.1-3.1 and MM IV.J.1-3.2). Therefore, through the implementation of regulatory compliance and mitigation measures, impacts on the demand for police services associated with the public park would be mitigated to a less than significant level, consistent with the Certified EIR's analysis of the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to police services during operation of the Modified Project due to the public park.

Like the Modified Project, through the implementation of the above described mitigation measures, impacts on the demand for police services associated with the public park for the No Automated Steel Parking Structure Alternative would be mitigated to a less than significant level and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to police services during operation due to the public park.

## **2. Project Design Features**

No Project Design Features are proposed for Public Services (Police Services).

## **3. Mitigation Measures**

**MM IV.J.1-1.1:** During construction, the Modified Project shall include the following measures:

1. A Construction Traffic Control/Management Plan shall be submitted to LADOT for review and approval.
2. The bulk of the work shall be conducted on site. If temporary lane closures are necessary, Street Services approval shall be obtained and closures shall be limited to non-peak commute hours from 9:00 AM to 3:00 PM.
3. Existing access for the site shall be maintained for construction access.

4. Deliveries of construction material shall be coordinated to non-peak travel periods, to the extent possible.
5. Construction workers shall be prohibited from parking on adjacent streets and construction workers shall be directed to park on-site.

**Certified EIR Mitigation Measure MM IV.J.1-1.1:** The Applicant shall erect temporary fencing suitable to prevent trespassers from entering the project site during construction activities to secure the project site and discourage trespassers.

**Certified EIR Mitigation Measure MM IV.J.1-1.2:** The Applicant shall employ security guards to monitor and secure the project site after hours during the construction process to secure the site and deter any potential criminal activity.

**Certified EIR Mitigation Measure MM IV.J.1-2.1:** In order to mitigate the potential temporary and short-term traffic impacts of any necessary lane and/or sidewalk closures during the construction period, the Project shall, prior to construction, develop a Construction Traffic Control/Management Plan to be approved by LADOT to minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular and pedestrian circulation in the area of the Project. The Plan should include temporary roadway striping and signage for traffic flow as necessary, as well the identification and signage of alternative pedestrian routes in the immediate vicinity of the Project if necessary.

**Certified EIR Mitigation Measure MM IV.J.1-3.1:** The proposed security plan shall incorporate low-level and directional security lighting features to effectively illuminate project entryways, seating areas, lobbies, elevators, locker rooms, service areas, and parking areas with good illumination and minimum dead space to eliminate areas of concealment. Full cut-off fixtures shall be installed that minimize glare from the light source and provide light downward and inward to structures to maximize visibility.

**Certified EIR Mitigation Measure MM IV.J.1-3.2:** The Applicant shall develop and implement a Security Plan in consultation with the LAPD, outlining the security services and features to be provided in conjunction with the Modified Project. The plan shall be coordinated with the LAPD and a copy of said plan shall be filed with the LAPD West Bureau Commanding Officer. Said security plan may include some or all of the following components:

- i. Provisions for on-site private security personnel for the commercial and residential areas. Through individual lease agreements for the proposed retail/commercial uses and property management services for the residential uses, private on-site security services shall be provided. Security officers shall be responsible for patrolling all common areas including the back service corridors and alleys, parking garages, and stairwells. All security officers shall patrol the grounds primarily by foot; however, bike patrol may be implemented in the parking garages and on the surrounding roadways.
- ii. The parking garages shall be designed to cordon off residential and commercial serving parking areas to provide increased security for residents of the Modified Project. Both residential and commercial parking areas shall be fitted with emergency features such as closed circuit television (CCTV) or emergency call boxes that will provide a direct connection with the on-site security force or the LAPD 911 emergency response system.

#### **4. Finding**

Changes or alternations and mitigation measures have been required in, or incorporated into, the Modified Project and the No Automated Steel Parking Structure Alternative which avoid or substantially lessen the potentially significant impacts associated with Public Services (Police Services), as identified in the Supplemental EIR, to less than significant levels.

#### **5. Rationale for Finding**

As discussed above, the Certified EIR concluded the CRA Approved Project would result in less than significant impacts to police services during construction and operations with incorporation of mitigation measures. For the Modified Project and the No Automated Steel Parking Structure Alternative with implementation of MM IV.J.1-1.1, Certified EIR Mitigation Measure MM IV.J.1-1.1, Certified EIR Mitigation Measure MM IV.J.1-1.2, Certified EIR Mitigation Measure MM IV.J.1-2.1, Certified EIR Mitigation Measure MM IV.J.1-3.1, and Certified EIR Mitigation Measure MM IV.J.1-3.2 impacts to police services during construction and operations would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to police services during construction or operation.

#### **6. Reference**

For a complete discussion of Public Services (Police Services) see Sections IV.J Public Services and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

#### **F. Public Services (Schools, Construction)**

##### **1. Description**

The Certified EIR concluded the CRA Approved Project's construction impacts to school services would be less than significant with mitigation. The CRA Approved Project proposed to implement precautionary mitigation measures during construction that were recommended by the LAUSD, specifically Certified EIR Mitigation Measures MM IV.J.3-1.1 and MM IV.J.3.1.2, which provide measures to ensure school bus access and school pedestrian/traffic safety access. The Modified Project would result in minimal additional on-site construction associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations. Compared to the CRA Approved Project, the Modified Project's additional construction period would last approximately four months, which is not a substantial increase from the CRA Approved Project's construction timeline. As such, like the CRA Approved Project, the Modified Project would also implement Certified EIR Mitigation Measures MM IV.J.3-1.1 and MM IV.J.3.1.2 to ensure school bus access and school pedestrian/traffic safety access during construction. Thus, the potential for the Modified Project to impact school facilities and services during construction will be similar under the Modified Project as compared to the impact conclusion in the Certified EIR, and would remain less than significant with the implementation of mitigation.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's impact to school facilities and services during construction will be less than significant with the implementation of mitigation and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to school facilities and services during construction.

## **2. Project Design Features**

No Project Design Features are proposed for Public Services (Schools, Construction).

## **3. Mitigation Measures**

### **Certified EIR Mitigation Measure MM IV.J.3-1.1: School Bus Access**

- Prior to construction, contact the LAUSD Transportation Branch at (323) 342-1400 regarding potential impact to school bus routes.
- Maintain unrestricted access for school buses during construction.
- Comply with Provisions of the California Vehicle Code by requiring construction vehicles to stop when encountering school buses using red flashing lights.

### **Certified EIR Mitigation Measure MM IV.J-3.1.2: School Pedestrian/Traffic Safety Access**

- Not endanger passenger safety or delay student drop-off or pickup due to changes in traffic patterns, lane adjustments, altered bus stops, or traffic lights.
- Maintain safe and convenient pedestrian routes to LAUSD schools (LAUSD will provide School Pedestrian Route Maps upon your request).
- Maintain ongoing communication with school administration at affected schools, providing sufficient notice to forewarn students and parents/guardians when existing pedestrian and vehicle routes to school may be impacted.
- Not haul past affected school sites, except when school is **not** in session. If that is infeasible, not haul during school arrival and dismissal times.
- Not staging or parking of construction-related vehicles, including worker-transport vehicles, adjacent to school sites.
- Provide crossing guards when safety of students may be compromised by construction-related activities at impacted school crossings.
- Install barriers and/or fencing to secure construction equipment and site to prevent trespassing, vandalism, and attractive nuisances.
- Provide security patrols to minimize trespassing, vandalism, and short-cut attractions.

## **4. Finding**

Changes or alternations and mitigation measures have been required in, or incorporated into, the Modified Project and the No Automated Steel Parking Structure Alternative which avoid or substantially lessen the potentially significant impacts associated with Public Services (Schools, Construction), as identified in the Supplemental EIR, to less than significant levels.



## **5. Rationale for Finding**

The Certified EIR concluded the CRA Approved Project's construction impacts to school services would be less than significant with mitigation. The CRA Approved Project proposed to implement precautionary mitigation measures during construction that were recommended by the LAUSD, specifically Certified EIR Mitigation Measures MM IV.J.3-1.1 and MM IV.J.3.1.2. Like the CRA Approved Project, the Modified Project would also implement Certified EIR Mitigation Measures MM IV.J.3-1.1 and MM IV.J.3.1.2 to ensure school bus access and school pedestrian/traffic safety access during construction. Thus, the potential for the Modified Project and the No Automated Steel Parking Structure Alternative to impact school facilities and services during construction will be similar under the Modified Project and the No Automated Steel Parking Structure Alternative as compared to the impact conclusion in the Certified EIR, and would remain less than significant with the implementation of mitigation. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to schools during construction.

## **6. Reference**

For a complete discussion of Public Services (Schools, Construction) see Sections IV.J Public Services and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

### **G. Traffic/Transportation**

#### **1. Description**

##### **(1) Construction**

The Certified EIR concluded the CRA Approved Project would result in less than significant impacts with mitigation related to temporary traffic and circulation patterns in the project vicinity during construction. The Certified EIR stated, to address traffic congestion on local roadways during peak traffic periods, the Planning Department has started implementing mitigation measures to restrict haul route trips to off peak hours. Such measures are automatically imposed as project conditions when applicants obtain haul route permits. Thus, the Certified EIR determined such measures would further reduce the CRA Approved Project's potential impact upon traffic conditions during the construction process to less than significant levels. The Certified EIR also stated, in order to further mitigate potentially significant construction related impacts, the CRA Approved Project would be required to develop a Construction Traffic Control/Management Plan to be approved by LADOT. Thus, the Certified EIR concluded traffic impacts during construction of the CRA Approved Project would be mitigated to less than significant levels.

The analysis of the Modified Project's potential impacts includes the same construction activities as the CRA Approved Project as well as additional construction associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations. The Modified Project's additional construction activities would not overlap with the construction activities described for the CRA Approved Project and would only require minimal on-site construction associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations. Construction of the new automated steel parking structure and interior building renovations would take approximately four months, which is not a substantial increase from the CRA Approved Project's construction timeline. It was estimated for the CRA Approved Project that an average of 200 construction workers would access the project site throughout the duration of the construction process, with a peak activity level of 250 workers. During the Modified Project's additional construction, off-site activity would typically involve construction workers arriving and departing the site, and the arrival and departure of construction

haul trucks and trucks delivering construction materials to the site. Compared to the CRA Approved Project, it is estimated that approximately 83 construction worker and construction related vendor trips would access the project site on a daily basis throughout the Modified Project's additional construction process, which is not a substantial increase from the CRA Approved Project's number of construction workers.

Unlike the CRA Approved Project's Certified EIR, which did not include a construction activities traffic evaluation, a traffic evaluation of the potential street traffic created by the construction activities was conducted for the Modified Project's additional construction period. As shown in Table 16 in the Modified Project's Traffic Study, contained in Appendix G of the Draft Supplemental EIR, the Modified Project's additional construction would result in less than significant construction traffic impacts at all of the twenty intersections during both the A.M. and P.M. peak hours. Thus, consistent with the analysis in the Certified EIR for the CRA Approved Project, the Modified Project's impacts to traffic during construction would be less than significant. Additionally, the Modified Project would implement Regulatory Compliance Measure CM K.1-1, which requires adoption of construction measures (a Construction Traffic Control/Management Plan be submitted to LADOT for review and approval; the bulk of the construction work conducted on-site; if temporary lane closures needed, Street Services approval and be limited to non-peak commute hours; maintenance of existing site access for construction access; deliveries coordinated to non-peak travel periods to the extent possible; and construction workers prohibited from parking on adjacent streets and directed to park on-site). Implementation of Regulatory Compliance Measure CM K.1-1, which includes approval of a Construction Traffic Control/Management Plan and the maintenance of existing site access would ensure that emergency access to the site is maintained at all times and further reduce impacts related to traffic during construction.

Additionally, to address traffic congestion on local roadways during peak traffic periods, the Planning Department implements mitigation measures to restrict haul route trips to off peak hours. Therefore, Certified EIR Mitigation Measure MM IV.K.1-2, which would bind the Applicant to specific haul route conditions through a Covenant and Agreement would be automatically imposed if it is necessary for the Applicant to obtain a haul route permit for the Modified Project's additional construction activities and would further reduce the Modified Project's potential impact upon traffic conditions during the additional construction activities.

The Modified Project's additional construction activities associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations could necessitate temporary lane closures on streets adjacent to the site on a temporary and intermittent basis for utility relocation/hook-ups, delivery of materials and other construction related activities. Site deliveries and staging of all equipment and materials would be organized in the most efficient manner possible on-site to avoid impacts to the neighborhood and surrounding traffic. Because such potential lane closures would be temporary, they would not be expected to cause significant traffic impacts. Thus, the Modified Project's impacts related to traffic during the additional construction period would be less than significant. Furthermore, implementation of Regulatory Compliance Measure CM K.1-1, which requires adoption of construction measures and Certified EIR Mitigation Measure MM IV.K.1-2 would further reduce impacts related to traffic during the additional construction period.

Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to traffic during construction.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's impacts related to traffic during the additional construction period would be less than significant and implementation of Regulatory Compliance Measure CM K.1-1 and Certified EIR Mitigation

Measure MM IV.K.1-2 would further reduce impacts related to traffic during the additional construction period. Accordingly, the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to traffic during construction.

## **(2) Operation**

### **(a) Intersections**

The Certified EIR concluded the CRA Approved Project would result in less than significant impacts at all the studied intersections during the A.M. and P.M. peak hours for the future with the CRA Approved Project conditions. The Certified EIR concluded the addition of the CRA Approved Project's traffic to the future (2009) traffic volumes would not cause the level of service to change at any of the study intersections during the A.M. and P.M. peak hours. Therefore, the Certified EIR determined the CRA Approved Project's traffic impacts would be less than significant.

As detailed in Section IV.K.1 Traffic/Transportation of the Draft Supplemental EIR as well as Section III.A Topical Responses to Comments of the Final EIR, the Modified Project's impacts related to intersections during both the A.M. and P.M. peak hours to the 2015 or 2016 traffic conditions would be less than significant.

Regarding future conditions, since cumulative conditions have changed since the time of the Certified EIR, the Modified Project's traffic impacts were assessed under future (2017) and (2018) conditions. Specifically, in the Draft Supplemental EIR traffic generated by the Modified Project was added to the Future Without Modified Project traffic volumes in 2017 (ambient plus related project growth), to determine the Future With Modified Project traffic volumes at the study intersections. In the Final Supplemental EIR traffic generated by the Modified Project was added to the Future Without Modified Project traffic volumes in 2018 (ambient plus related project growth), to determine the Future With Modified Project traffic volumes at the study intersections.

The Future Plus Modified Project Traffic Conditions Analysis indicates that for the A.M. peak hour, the addition of Modified Project traffic could significantly impact one intersection in the A.M. peak hour during the future (2017 or 2018) conditions: Bronson Avenue and Sunset Boulevard. The Future Plus Modified Project Traffic Conditions Analysis indicates that for the P.M. peak hour, the addition of Modified Project traffic could significantly impact one intersection in the P.M. peak hour during the future (2017 or 2018) conditions: Gower Street and Sunset Boulevard. In addition, as part of the Final Supplemental EIR an additional distribution analysis was conducted which determined that the intersection of Vine Street and Sunset Boulevard could be significantly impacted by Modified Project traffic during the P.M. Peak Hour.

Therefore, the Modified Project could significantly impact one of the twenty intersections during the A.M. peak hour and one of the twenty intersections during the P.M. peak hour. In addition, under the Final Supplemental EIR's additional distribution analysis the Modified Project could significantly impact an additional intersection during the P.M. peak hour. However, Mitigation Measures MM IV.K.1-1 and MM IV.K.1-2, which include physical intersection improvements and Mitigation Measure MM K.1-3, which includes implementation of a Transportation Demand Management Plan, would reduce the Modified Project's impacts to less than significant levels.

Mitigation Measure MM K.1-1 would provide, at the intersection of Gower Street and Sunset Boulevard, an operation northbound right turn lane by improving the northbound approach from a left turn lane and shared through/right turn lane to a left turn lane, through lane and operational right turn lane. Implementation of Mitigation Measure MM K.1-1 requires the relocation of an existing passenger loading zone southerly on Gower Street south of Sunset Boulevard and

removal of two to three metered parking spaces. Therefore, as part of Mitigation Measure MM K.1-1, the Modified Project would set aside 3 parking spaces within the Modified Project's parking structure for public parking as well as install additional system detector loops along the west side of Gower Street. Mitigation Measure MM K.1-2 would provide, at the intersection of Bronson Avenue and Sunset Boulevard, an operational southbound right turn lane by improving the southbound approach from a left turn lane and shared through/right turn lane to a left turn lane, through lane and an operational right turn lane. Implementation of Mitigation Measure MM K.1-2 requires the removal of up to 4 parking spaces on the west side of Bronson Avenue north of Sunset Boulevard. Therefore, as part of Mitigation Measure MM K.1-2, the Modified Project would set aside 4 additional parking spaces within the Modified Project's parking garage for public parking as well as install additional system detector loops along the west side of Bronson Avenue. The Modified Project would provide the additional 7 public parking spaces on-site, which would be provided to the public for one hour free. The Applicant proposes to provide a sign outside of the Modified Project's parking structure on Gordon Street, as permitted by the LAMC, indicating the availability of these public parking spaces on-site. The public parking spaces in the Modified Project's parking structure would not create new vehicle trips as these parking spaces are being provided to replace existing parking spaces in the immediate vicinity of the project site.

Mitigation Measure MM K.1-3 would provide a Transportation Demand Management (TDM) Plan at the Modified Project that incorporates enhanced measures to achieve a reduction in the Modified Project's vehicle trips by 10 percent during the P.M. Peak Hour, which would be more than sufficient to ensure that the Vine Street and Sunset Boulevard intersection would be mitigated to a level such that the intersection would not be significantly impacted by Modified Project traffic.

Therefore, implementation of these mitigation measures would reduce the Modified Project's impacts during the A.M. and P.M. peak hour to a less than significant level. Therefore, consistent with the analysis in the Certified EIR for the CRA Approved Project, the Modified Project would result in less than significant impacts after mitigation related to analyzed intersections during both the A.M. and P.M. peak hours. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the intersections during both the A.M. and P.M. peak hours.

In addition, as an alternative related to parking, the Applicant may seek approval of an ordinance to reduce the clear space required at structural elements in the Modified Project's parking structure and to allow up to 66 percent of the Modified Project's parking stalls to be compact parking stalls to increase the available on-site parking supply to benefit the surrounding community in this area of Hollywood. Under this alternative, the Modified Project would provide approximately 508 parking spaces. This alternative would not encourage additional vehicle trips to the project site because trip generation for the Modified Project is based on the proposed mix of uses (residential, office, restaurant, retail, and coffee shop), and providing additional parking spaces for those uses would not modify the proposed mix of uses or demand for those uses. Therefore, the additional parking spaces would not modify the vehicle trip assumptions for the Modified Project. Further, of the 80 additional parking spaces, approximately 63 of them would be tandem parking spaces within the residential portion of the parking garage. These additional tandem parking spaces would provide additional on-site parking for certain residential units but would not encourage additional vehicle trips to the project site because, as explained above, trip generation assumptions are based on the number of residential units, which would remain the same. Further, these additional parking spaces would only be replacing parking reductions that are permitted for the Modified Project by providing affordable housing and bicycle parking as discussed in Section IV.H Land Use Planning and Section IV.K.2 Parking of the Draft Supplemental EIR. Therefore, the proposed alternative to provide additional parking spaces does not modify any of the analysis.

Like the Modified Project, implementation of the above described mitigation measures would reduce the No Automated Steel Parking Structure Alternative's impacts during the A.M. and P.M. peak hour to a less than significant level and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the intersections during both the A.M. and P.M. peak hours.

In addition, the No Automated Steel Parking Structure Alternative would provide approximately 508 parking spaces, which as discussed above would not encourage additional vehicle trips to the project site and would not modify any of the Supplemental EIR analysis regarding impacts to intersections during both the A.M. and P.M. peak hours.

### **(b) Roadway Segment**

The CRA Approved Project's Neighborhood Traffic Analysis stated the CRA Approved Project's impacts related to roadway segment traffic volumes would be less than significant. The Modified Project's commercial component would increase the average daily traffic by less than 12 percent on Gordon Avenue south of Carlton Way, Carlton Way east of Gower Street, and Carlton Way west of Bronson Avenue segment. Therefore, the traffic impact of the Modified Project to these street segments would be below the 12 percent or more increase in average daily traffic thresholds. Therefore, the Modified Project's impacts related to roadway segment traffic volumes would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to traffic during operation.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's impacts related to roadway segment traffic volumes would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to traffic during operation.

### **(3) Congestion Management Program**

The Certified EIR concluded the CRA Approved Project would have a less than significant impact upon the CMP network. As with the CRA Approved Project, for the Modified Project the nearest CMP intersection is Santa Monica Boulevard & Western Avenue, approximately one mile from the project site. It is anticipated that a conservative maximum of 10 percent of the Modified Project trips will go through the intersection during the peak periods which would equate to 26 trips during the Peak Hours (without taking credit for the prior uses that existed on the project site). This is below the CMP significance threshold of 50 vehicles or more added during the peak hours. The nearest CMP freeway monitoring segment is the Hollywood Freeway. The Modified Project's trip volumes are anticipated to be dispersed throughout the freeway system in the area. It is anticipated that, conservatively, approximately 10 to 15 percent of the Modified Project volumes will be using any one segment of the freeway. The maximum number of freeway trips on any one freeway would then be 37 vehicles during the peak hours (without taking credit for the prior uses that existed on the project site). Based on this information, no additional CMP intersection or freeway analysis is necessary. Nevertheless, an area freeway analysis was conducted and the Modified Project's addition to these volumes creates a minimal impact with up to a 0.2 percent increase during the 2015 peak periods and 0.3 percent increase during the future peak periods. Therefore, consistent with the analysis in the Certified EIR for the CRA Approved Project, the Modified Project would have a less than significant impact upon the CMP network. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the CMP network.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would have a less than significant impact upon the CMP network and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the CMP network.

#### **(4) Alternative Transportation**

The Certified EIR concluded the CRA Approved Project would result in less than significant impacts related to alternative transportation facilities.

The project site is located in a Transit Priority Area with high levels of public transportation service. For the Modified Project transit ridership would utilize approximately 0.4 percent of available transit capacity during the peak hours. Therefore, there is sufficient transit capacity for the Modified Project and the Modified Project's impacts to the transit system would be less than significant. In addition, while the Modified Project and other related projects will cumulatively add new ridership to the transit system, the project site and the greater Hollywood area in general are served by a considerable amount of transit service, including the Metro Red Line, several rapid and local bus routes and LADOT service. The related projects that are anticipated to be completed at or before the Modified Project and the Modified Project are conservatively estimated to generate transit trips that represent approximately 3.5 percent of the available transit capacity during the peak hours. Therefore, there is sufficient transit capacity for the related projects and the Modified Project and the cumulative transit impacts would be less than significant. In addition, neither the construction nor operation of the Modified Project would involve the relocation, replacement, or hinder the function of any of these public transportation facilities. Prior to the Modified Project's additional construction activities, the Modified Project would implement PDF IV.K.1-3, which ensures the Applicant contact Los Angeles County Metropolitan Transportation Authority (LACMTA) Bus Operations Control Special Events Coordinator regarding construction activities that may impact LACMTA bus lines at least 30 days in advance of initiating the Modified Project's additional construction activities. Operation of the Modified Project would establish a commercial and residential culture that affirms employees and residents decisions to use a commuting alternative. Further, the Modified Project would implement Mitigation Measure MM K.1-3, which ensures implementation of an employer and site based Transportation Demand Management (TDM) program that would encourage transit usage and other multi-modal commuter options. To this end, the Modified Project will provide several incentives for residents and employees to use alternate means of transportation.

In addition, the Modified Project would provide 401 bicycle parking spaces to accommodate the future residents and employees of the Modified Project, which would be in compliance with the LAMC. To incentivize carpooling, the Modified Project would include 3 designated spaces for rideshare vehicles. These components will further promote the use of alternative transportation. Therefore, consistent with the analysis in the Certified EIR for the CRA Approved Project, the Modified Project's impacts on alternative transportation facilities would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to alternative transportation facilities.

Like the Modified Project, the No Automated Steel Parking Structure's impacts on alternative transportation facilities would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to alternative transportation facilities.

### **(5) Bicycle, Pedestrian and Vehicle Safety**

The Certified EIR did not discuss the CRA Approved Project's impacts with respect to bicycle safety. The Certified EIR did discuss pedestrian safety and circulation patterns and concluded the CRA Approved Project would result in less than significant impacts related to pedestrian safety and circulation patterns.

Vehicular access for the Modified Project would be from a single driveway off of Gordon Street north of Sunset Boulevard. The driveway will be located at the north end of the building site, south of the park site. The driveway would be designed with appropriate signage and warning lights/sounds to warn drivers to slow on approach and to warn pedestrians and bicyclists of approaching vehicles. In addition, the Modified Project provides for ground floor retail uses and entry plazas along Sunset Boulevard to provide an attractive, lively and safe pedestrian environment. Also, compared to the CRA Approved Project, the Modified Project will provide a total of 401 bicycle parking spaces, which will include at least 311 long term bicycle storage facilities that will be located in a safe, convenient, secure and well-maintained bicycle parking area. Short term bicycle parking spaces will be located outside the building on the Sunset Boulevard frontage as well as inside the ground level of the building and parking garage with direct access to the street. Thus, the Modified Project's design would not increase hazards to bicycle, pedestrian and vehicle safety.

Furthermore, the City of Los Angeles has adopted 2015-2035 Vision Zero Los Angeles in order to fulfill the City's commitment to eliminate all traffic deaths by 2025. As a result, LADOT has identified the City's High Injury Network (HIN) of city streets. Sunset Boulevard between Custer Avenue (west of the Harbor Freeway downtown) and Crescent Heights Boulevard is identified as part of the HIN. This stretch includes Sunset Boulevard along the southern boundary of the project site. Two of the signalized intersections along this stretch of roadway have Continental Crosswalks including Sunset Boulevard and Gordon Street (North, South, East, and West Legs) and Sunset Boulevard and Argyle Avenue (North, East, and West Legs), which serve to reduce traffic related injuries and maintain the performance and safety of public transit, bicycle or pedestrian facilities at these two intersections. In addition to the existing Continental Crosswalks, the Modified Project would implement PDF IV.K.1-2, which would improve the signalized intersections with Continental Crosswalks at Sunset Boulevard and Gower Street (North, South, East, and West Legs) and Sunset Boulevard and Bronson Avenue (North, South, East, and West Legs) to increase motorists' visibility of pedestrians to the east and west of the project site. Implementation of PDF IV.K.1-2 would be consistent with the City Vision Zero policies and approach to addressing improvements to the City's HIN. As such, with implementation of PDF IV.K.1-1 and PDF IV.K.1-2, the Modified Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, consistent with the analysis in the Certified EIR for the CRA Approved Project, the potential impacts to bicycle, pedestrian and vehicle safety would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to bicycle, pedestrian, and vehicle safety.

Like the Modified Project, for the No Automated Steel Parking Structure Alternative potential impacts to bicycle, pedestrian and vehicle safety would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to bicycle, pedestrian, and vehicle safety.

## **(6) Project Access**

The Certified EIR did not analyze project access impacts in Section IV.K.1 Traffic/Transportation of the Certified EIR. However, the Certified EIR concluded in Section IV.J Public Services that the CRA Approved Project would not inhibit emergency vehicle access and impacts related to emergency access would be less than significant.

The Modified Project's additional construction activities associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations could necessitate temporary lane closures on streets adjacent to the site on a temporary and intermittent basis for utility relocation/hook-ups, delivery of materials and other construction related activities. Site deliveries and staging of all equipment and materials would be organized in the most efficient manner possible on-site to avoid impacts to emergency access. Additionally, as discussed above, a traffic evaluation of the potential street traffic created by the Modified Project's construction activities was conducted. Intersections nearest the primary project site access with an LOS of E or F are considered to inhibit project access. The primary project site access during the Modified Project's additional construction activities would be the single driveway off of Gordon Street north of Sunset Boulevard currently on the project site. When added to future traffic volumes, the Modified Project's additional construction activities would not cause the nearest intersection, Intersection #13 (A and B), Gordon Street and Sunset Boulevard, to operate at LOS E or LOS F during the A.M. or P.M. peak hours. As such, impacts related to project access during construction of the Modified Project's additional construction activities would be less than significant. Furthermore, the Modified Project would implement Regulatory Compliance Measure CM K.1-1, which includes approval of a Construction Traffic Control/Management Plan and the maintenance of existing site access. As such, implementation of this regulatory compliance measure would ensure that project access to the site is maintained at all times and further reduce impacts related to project access during construction.

During operation, primary project access for the Modified Project would be from a single driveway off of Gordon Street north of Sunset Boulevard. As provided in Appendix C Supplemental Traffic Analysis, to the Final Supplemental EIR the Modified Project's parking garage has ample capacity for vehicles that would queue as part of the Modified Project. Based on that analysis, no queues would extend beyond the Modified Project's parking structure to affect traffic on Gordon Street and therefore no queuing impacts would occur.

Additionally, the Modified Project's operation would not cause the nearest intersections to operate at LOS E or LOS F during the A.M. or P.M. peak hours. Furthermore, the Modified Project would implement Regulatory Compliance Measures CM J.2-1 through CM J.2-3, which would require the Modified Project Applicant to ensure firefighting personnel and apparatus access, establish conditions the Modified Project must meet to the satisfaction of the City Fire Department, and submit a Fire Life Safety Resources Management plan to the City Fire Department. Implementation of Regulatory Compliance Measures CM J.2-1 through CM J.2-3 would ensure adequate emergency service access during operation and further reduce impacts related to project access. Therefore, Modified Project impacts related to project access would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to project access.

Like the Modified Project, for the No Automated Steel Parking Structure Alternative impacts related to project access would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to project access.



## 2. Project Design Features

**PDF K.1-2:** The Modified Project shall improve the intersections of Gower Street and Sunset Boulevard (North, South, East and West Legs) and Bronson Street and Sunset Boulevard (North, South, East and West Legs) with Continental Crosswalks.

**PDF K.1-3:** The Applicant shall contact Los Angeles County Metropolitan Transportation Authority (LACMTA) Bus Operations Control Special Events Coordinator at 213-922-4632 regarding construction activities that may impact LACMTA bus lines at least 30 days in advance of initiating the Modified Project's additional construction activities. For closures that last more than six months, LACMTA's Stops and Zones Department will also need to be notified at 213-922-5188, 30 days in advance of initiating the Modified Project's additional construction activities. Other municipal bus operators may also be impacted and should be included in construction outreach efforts.

## 3. Mitigation Measures

**MM K.1-1:** Gower Street & Sunset Boulevard. The Modified Project shall improve the Gower Street & Sunset Boulevard intersection to provide an operational northbound right turn lane by improving the northbound approach from a left turn lane and shared through/ right turn lane to a left turn lane, through lane and operational right turn lane. Because this improvement requires the relocation of an existing passenger loading zone southerly on Gower Street south of Sunset Boulevard and removal of two to three metered parking spaces, the Modified Project shall set aside up to 3 spaces for public parking to replace these parking spaces on-site. Additionally, the Modified Project shall install additional system detector loops along the west side of Gower Street.

**MM K.1-2:** Bronson Avenue & Sunset Boulevard. The Modified Project shall improve the Bronson Avenue and Sunset Boulevard intersection to provide an operational southbound right turn lane by improving the southbound approach from a left turn lane and shared through/ right turn lane to a left turn lane, through lane and an operational right turn lane. Because this improvement requires the removal of up to 4 parking spaces on the west side of Bronson Avenue north of Sunset Boulevard, the Modified Project shall set aside 4 spaces for public parking to replace these parking spaces on-site. Additionally, the Modified Project shall install additional system detector loops along the west side of Bronson Avenue.

**MM K.1-3:** The Modified Project shall implement a Transportation Demand Management (TDM) Plan, consistent with the recommendations of LADOT, that would achieve a least a 10 percent reduction in the Modified Project's P.M. Peak Hour trips. While multiple methods of compliance may be available for certain measures, the final TDM Plan shall be reviewed and approved by LADOT prior to the certificate of occupancy for the Modified Project to ensure that the TDM Plan will provide at minimum a 10 percent reduction in the Modified Project's P.M. Peak Hour trips. Potential measures that could achieve a 10 percent reduction in the Modified Project's P.M. Peak Hour trips include the following elements:

1. Establish an on-site Transportation Management Office (TMO) as part of the management office to assist residents and employees in finding alternate travel modes and strategies.
2. Provide a visible on-site kiosk with options for ridesharing, bus routes, bike routes in a prominent area(s) in view for residents, employees and patrons of the commercial components;
3. Provide car sharing service for residents and employees;

4. Encourage alternative work arrangements for residents and employees;
5. Improve the existing bus stop on the north side of Sunset Boulevard, east of Gordon Street;
6. Provide transit pass reductions of at least 25 percent for residents and employees
7. Provide carpool and vanpool matching and preferential parking for carpools/vanpools that register with the TMO;
8. Provide secure bicycle facilities and bicycle sharing service for residents and employees;
9. Provide transit and ridesharing incentives such as points or coupons for merchandise
10. Provide guaranteed rides home for employees that use alternative modes of transportation or rideshare in the event of an emergency;
11. Provide unbundled parking for residents; and
12. Encourage office tenants to establish workplace parking for employees (i.e. charging employees of office tenants for some or all of their parking costs) or to establish an employee parking cash-out program.

**Certified EIR Mitigation Measure MM IV.K.1-2:** If it is necessary for the Applicant to obtain a haul route permit for the Modified Project's additional construction activities, prior to the issuance of a grading permit, the Applicant shall record and execute a Covenant and Agreement (Planning Department General Form CP-6770), binding the Applicant to the following haul route conditions:

- i. All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.
- ii. Hours of operation shall be from 9:00 A.M. to 4:00 P.M.
- iii. Days of the week shall be Monday through Saturday. No hauling activities are permitted on Sundays or Holidays.
- iv. Trucks shall be restricted to 18-wheel trucks or smaller.
- v. The Traffic Bureau of the Los Angeles Police Department shall be notified prior to the start of hauling (213.485.3106).
- vi. Streets shall be cleaned of spilled materials at the termination of each work day.
- vii. The final approved haul routes and all the conditions of approval shall be available on the job site at all times.
- viii. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.

- ix. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.
- x. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- xi. All trucks are to be watered only when necessary at the job site to prevent excessive blowing dirt.
- xii. All trucks are to be cleaned of loose earth at the job site to prevent spilling. Any material spilled on the public street shall be removed by the contractor.
- xiii. The applicant shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.
- xiv. All regulations set forth in the State of California Department of Motor Vehicles pertaining to the hauling of earth shall be complied with.
- xv. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.
- xvi. One flag person(s) shall be required at the job site to assist the trucks in and out of the Project area. Flag person(s) and warning signs shall be in compliance with Part II of the 1985 Edition of "Work Area Traffic Control Handbook."
- xvii. The City of Los Angeles, Department of Transportation, telephone 213.485.2298, shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along the route.
- xviii. Any desire to change the prescribed routes must be approved by the concerned governmental agencies by contacting the Street Use Inspection Division at (213) 485-3711 before the change takes place.
- xix. The permittee shall notify the Street Use Inspection Division, at (213) 485-3711, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations.
- xx. A surety bond by Contractor shall be posted in an amount satisfactory to the City Engineer for maintenance of haul route streets. The forms for the bond will be issued by the Valley District Engineering Office, 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401. Further information regarding the bond may be obtained by calling 818.374.5090; or the West Los Angeles District Engineering Office, 1828 Sawtelle Boulevard, 3rd Floor, Los Angeles, CA 90025. Further information regarding the bond may be obtained by calling 310.575.8388; or by the Central District Engineering Office, 201 N. Figueroa Street, Room 770, Los Angeles, CA 90012. Further information regarding the bond may be obtained by calling 213.977.6039; or by the Harbor District Engineering Office, 638 S. Beacon Street, 4th Floor, San Pedro, CA 90731. Further information regarding the bond may be obtained by calling 310.732.4677.

#### **4. Finding**

Changes or alternations and mitigation measures have been required in, or incorporated into, the Modified Project which avoid or substantially lessen the potentially significant impacts associated with Traffic/Transportation, as identified in the Supplemental EIR, to less than significant levels.

#### **5. Rationale for Finding**

As discussed above, regarding construction, the Certified EIR concluded the CRA Approved Project would result in less than significant impacts with mitigation. Consistent with the analysis in the Certified EIR, the Modified Project's and the No Automated Steel Parking Structure Alternative's impacts to traffic during construction would be less than significant. Further, implementation of Certified EIR Mitigation Measure MM IV.K.1-2, which would bind the Applicant to specific haul route conditions, would be automatically imposed if it is necessary for the Applicant to obtain a haul route permit for the additional construction activities and would further reduce the Modified Project's and the No Automated Steel Parking Structure Alternative's potential impact upon traffic conditions during the additional construction activities.

Regarding operations, the Certified EIR concluded the CRA Approved Project would result in less than significant impacts at all the studied intersections during the A.M. and P.M. peak hours for the future with the CRA Approved Project conditions. Prior to mitigation, the Modified Project and the No Automated Steel Parking Structure Alternative could significantly impact one of the twenty intersections during the A.M. peak hour and one of the twenty intersections during the P.M. peak hour. In addition, under the Final Supplemental EIR's additional distribution analysis the Modified Project and the No Automated Steel Parking Structure Alternative could significantly impact an additional intersection during the P.M. peak hour. However, Mitigation Measures MM IV.K.1-1 and MM IV.K.1-2, which include physical intersection improvements and Mitigation Measure MM K.1-3, which includes implementation of a Transportation Demand Management Plan would reduce the Modified Project's and the No Automated Steel Parking Structure Alternative's impact to less than significant.

Accordingly, as compared to the CRA Approved Project, the proposed Modified Project and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to traffic.

#### **6. Reference**

For a complete discussion of Traffic/Transportation see Sections IV.K.1 Traffic/Transportation and VI. Alternatives to the Modified Project of the Draft Supplemental EIR and Section III.A Topical Responses to Comments of the Final Supplemental EIR.

#### **X. Environmental Impacts analyzed in the Supplemental EIR and determined to be significant and UNAVOIDABLE**

The following impact areas were concluded by the Draft Supplemental EIR to be significant and unavoidable with the implementation of the mitigation measures described in the Final Supplemental EIR. CEQA Section 21081 and Section 15093(b) of the CEQA Guidelines provide that when the decision of a public agency allows the occurrence of unavoidable significant impacts, the agency must state in writing the reasons to support its action based on the EIR and/or other information in the record. Specifically, pursuant to CEQA Guidelines Section 15093(b), the decision maker must adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant unavoidable adverse environmental effects will occur. As the proposed project will result in significant unavoidable impacts, a Statement of Overriding

Considerations that addresses these impacts is presented in Section XIV, Statement of Overriding Considerations, of these Findings.

**A. Noise and Vibration (Construction)**

**1. Description**

**a. Construction Truck Trip Noise**

While the Certified EIR for the CRA Approved Project did not discuss noise levels associated with construction-related truck trips, the Draft Supplemental EIR provides an analysis of the noise levels associated with the CRA Approved Project's construction-related truck trips to provide a comparison to the noise levels associated with the additional construction-related truck trips for the Modified Project. Based on the traffic volumes in the CRA Approved Project's Traffic Study in Appendix F of the Certified EIR, the construction-related truck trips for the CRA Approved Project would not double the volume of traffic on Sunset Boulevard and, therefore, would not have the potential to increase noise along Sunset Boulevard above 3 dBA (CNEL). Therefore, the impacts related to noise generated by the construction-related truck trips from the CRA Approved Project would be less than significant.

The analysis of the Modified Project's potential impacts includes the same construction activities as the CRA Approved Project as well as additional construction associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations. The Modified Project's additional construction would utilize the same haul route identified in the Certified EIR along Sunset Boulevard. The addition of the construction-related truck trips for the Modified Project's additional construction would not substantially increase the existing volume of traffic along Sunset Boulevard. The Modified Project's construction worker and construction-related truck trips would not double the existing volume of traffic on Sunset Boulevard and, therefore, would not have the potential to generate a 3 dBA or higher increase in noise levels along Sunset Boulevard. Therefore, it is anticipated the noise generated by the Modified Project's additional construction-related truck trips would not substantially increase noise levels in the Project area and construction-related truck noise impacts from the Modified Project's additional construction-related truck trips would be less than significant.

Based on the temporary nature and relatively short duration of the additional construction work involved in the Modified Project's additional construction activities, and the fact that the Modified Project's additional construction activities would not overlap with the construction activities analyzed for the CRA Approved Project in the Certified EIR in a manner that would increase construction-related truck trips on a given day, the Modified Project's additional construction would not substantially increase the noise generated by the construction-related truck trips of the CRA Approved Project. Therefore, the Modified Project's construction-related truck trips would not expose persons to or generation of noise levels in excess of established standards or result in a substantial temporary increase in ambient noise levels in the project vicinity and noise impacts generated by construction-related truck trips would be less than significant. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to noise generated during construction.

Like the Modified Project, for the No Automated Steel Parking Structure Alternative noise impacts generated by construction-related truck trips would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to noise generated during construction.

**b. Construction Activity Noise**

The Certified EIR stated construction activities would primarily affect the existing adjacent residences located to the north, west and east of the project site. When compared with the average ambient noise levels recorded in the Certified EIR at the sensitive receptors along Gordon Street, construction activities associated with the CRA Approved Project would exceed ambient exterior noise levels by more than 10 dBA for more than one day and more than 5 dBA for more than 10 days in a three month period. While mufflers on the construction equipment would reduce noise levels by an average of 3 dBA, the Certified EIR determined the resulting noise levels from construction of the CRA Approved Project would still exceed thresholds of significance for construction noise.

The analysis of the Modified Project's potential impacts includes the same construction activities as the CRA Approved Project as well as additional construction associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations. Specifically, the ground clearing, excavation, grading, foundations, structural and finishing phases of the CRA Approved Project have already occurred as analyzed in the CRA Approved Project's Certified EIR. The Modified Project's additional construction will require the use of heavy equipment for the retrofitting of existing foundations and construction of the new automated steel parking structure.

During construction of the automated steel parking structure, there would be a mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity. Such activities would be similar to but less intensive than the activities involved with the structural and finishing phases of the CRA Approved Project. In addition, construction activities associated with the Modified Project's additional construction activities associated with foundation upgrades and interior building renovations would occur interior to the parking structure and building and would be attenuated by the walls of the existing structure. Noise from interior activities would be attenuated by a factor of 20-40 dBA and thus would generate lower noise levels than construction associated with the CRA Approved Project. The construction of the Modified Project's automated steel parking structure would occur on the exterior of the third level of the parking podium on the north side of the existing structure and would generate similar exterior noise levels as predicted for the CRA Approved Project.

The Modified Project's construction noise associated with the additional construction activities would exceed 5 dBA Leq at all but two of the 13 sensitive receptors. However, the exterior noise levels for construction activities would be the same as identified in the Certified EIR for the CRA Approved Project (i.e., up to 84 dBA CNEL or 89 dBA Leq) for sensitive land uses within 50 feet of the construction site. Therefore, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to construction noise.

Based on criteria set forth in the L.A. CEQA Thresholds Guide, construction activities lasting more than one day that would increase ambient exterior noise levels by 10 dBA or more at a noise sensitive use would result in a significant impact. In addition, the L.A. CEQA Thresholds Guide states that construction activities lasting more than 10 days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would result in a significant impact. Therefore, construction activities could impact nearby sensitive receptors as construction noise could exceed existing ambient exterior noise levels by more than 10 dBA for more than one day and more than 5 dBA for more than 10 days in a three month period. Due to distance, the resulting noise levels would at the residential structures exceed the thresholds of significance for construction noise.

LAMC Section 41.40 regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are limited to the hours of 7:00 A.M. to 9:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday. Demolition and construction are prohibited on Sundays and all federal holidays. The construction activities associated with the Modified Project would comply with these LAMC requirements. Pursuant to the City Noise Ordinance (LAMC Section 112.05), construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. Although the estimated construction-related noise levels associated with the Modified Project could exceed the numerical noise thresholds, implementation of the mitigation measures would reduce the noise levels associated with construction of the Modified Project to the maximum extent that is technically feasible. The Modified Project would implement Regulatory Compliance Measures CM F-1 and CM F-2, which ensure the Modified Project's compliance with LAMC Section 112.05 to prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible and LAMC Section 41.40, which limits the hours of allowable construction activities. Additionally, the Modified Project would incorporate Mitigation Measures MM F-1.1, MM F-1.2, MM F-1.6, and Certified EIR Mitigation Measure MM F-1.1 through Certified EIR Mitigation Measure MM F-1.5, which would reduce construction noise to the maximum extent feasible. The Modified Project's additional construction activities would also incorporate Mitigation Measure MM F-1.3, which requires the Modified Project's additional construction activities to utilize on-site electrical sources or solar generators in lieu of diesel or gasoline generators where feasible.

Despite implementation of the Regulatory Compliance Measures and Mitigation Measures, which would reduce construction noise to the maximum extent feasible, temporary construction-related noise impacts from the Modified Project would be considered significant and unavoidable after mitigation, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. The Modified Project's additional construction activities would not overlap with the construction activities analyzed for the CRA Approved Project in the Certified EIR in a manner that would increase construction noise on a given day. The construction noise levels associated with the Modified Project's additional construction activities would be within the CRA Approved Project's construction noise levels and, therefore, would not substantially increase the CRA Approved Project's construction noise levels.

Additionally, the Certified EIR for the CRA Approved Project anticipated a 24-month construction timeline. Compared to the CRA Approved Project, the Modified Project's additional construction period would last approximately four months, which is not a substantial increase from the CRA Approved Project's construction timeline. Based on the temporary nature and relatively short duration of the additional construction work involved in the Modified Project, and the fact that the Modified Project's construction activities would not overlap with the construction activities analyzed for the CRA Approved Project in the Certified EIR in a manner that would increase construction noise on a given day, the noise impacts as a result of construction of the Modified Project would not substantially increase the noise impacts for construction of the CRA Approved Project. Therefore, while the Modified Project's construction-related noise would generate noise levels in excess of established standards and therefore would result in a significant and unavoidable impact, the Modified Project's construction-related noise would be within the impacts of the CRA Approved Project analyzed and disclosed in the Certified EIR and would not substantially increase the CRA Approved Project's impacts related to construction noise. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to construction noise.

For the No Automated Steel Parking Structure Alternative, additional on-site construction would be necessary associated with interior building renovations and may also be necessary to comply with building code requirements. The additional construction is anticipated to be generally limited

to interior building locations. While some construction activities may occur on the exterior of the building in connection with interior building renovations, the exterior construction activities would be reduced as no substantial changes to the above-ground parking podium are proposed. While noise from the limited exterior construction activities are conservatively concluded to have a significant and unavoidable impact on a temporary and intermittent basis consistent with the analysis of construction activities for the CRA Approved and Modified Project due to the proximity of nearby sensitive receptors, as compared to the Modified Project's additional construction activities, the No Automated Steel Parking Structure Alternative's additional construction activities would slightly reduce the intensity of the significant noise impact. Nevertheless, construction related noise would continue to result in a significant and unavoidable impact. As compared to the CRA Approved Project, the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to construction noise.

**c. Construction Truck Trip Groundborne Vibration**

The Certified EIR for the CRA Approved Project did not discuss groundborne vibration levels associated with construction-related truck trips. Construction of the Modified Project includes the same construction activities as the CRA Approved Project as well as additional construction associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations. The Modified Project's additional construction would utilize the same haul route identified in the Certified EIR along Sunset Boulevard. The addition of the construction-related truck trips during the Modified Project's additional construction would not substantially increase the heavy duty truck trips that exist along Sunset Boulevard. Therefore, the Modified Project construction-related truck trips would not expose persons to or generate excessive groundborne vibration and impacts related to vibration as a result of the Modified Project's additional construction would be less than significant.

The Certified EIR for the CRA Approved Project anticipated a 24-month construction timeline. Compared to the CRA Approved Project, the Modified Project's additional construction period would last approximately four months, which is not a substantial increase from the CRA Approved Project's construction timeline. Further, the additional construction activities for the Modified Project would not overlap with the construction activities analyzed for the CRA Approved Project in the Certified EIR in a manner that would increase groundborne vibration from construction-related truck trips on a given day. Thus, based on the temporary nature and relatively short duration of the additional construction work involved, it is anticipated that the vibration generated by the construction-related truck trips as a result of the Modified Project's additional construction would not substantially increase the groundborne vibration generated by the construction period of the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to vibration generated during construction.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's construction-related truck groundborne vibration impact would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to vibration generated during construction.

**d. Construction Activity Groundborne Vibration**

As set forth in the Certified EIR, vibration levels associated with construction of the CRA Approved Project could exceed the threshold for residences and buildings where people normally sleep and the Certified EIR concluded that the CRA Approved Project's impact to groundborne vibration would be significant and unavoidable on a temporary basis during construction.



The analysis of the Modified Project's potential impacts includes the same construction activities as the CRA Approved Project as well as additional construction associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations. The construction groundborne vibration activities for the CRA Approved Project were located throughout the project site and, therefore, the groundborne vibration levels were calculated based on the distances from the project site boundary to the nearest sensitive receptors. For the additional construction that would occur under the Modified Project, the construction groundborne vibration activities would occur as a result of the structural foundation retrofit on the west side of Level 1 of the parking structure to accommodate the new automated steel parking structure. Therefore, the distances utilized for groundborne vibration levels were calculated based on the distances from the construction groundborne vibration activities on the west side of the parking structure to the nearest sensitive receptors.

For the Modified Project's additional construction activities vibration generating equipment would include a jackhammer and loader/backhoe, which would be utilized for the installation and retrofitting for the new automated steel parking structure that includes foundation and structural modifications. Based on this construction equipment, the Modified Project's additional construction period groundborne vibration levels at the two nearest sensitive receptors would be below the threshold of significance. Therefore, for the Modified Project's additional construction, construction-related groundborne vibration would not expose persons to or generate excessive groundborne vibration at the nearest sensitive receptors, and impacts would be less than significant and would not substantially increase the CRA Approved Project's impacts related to construction groundborne vibration. However, because the changes involved in the Modified Project would not reduce or avoid the previously identified significant impact associated with the CRA Approved Project's construction activities, groundborne vibration impacts would remain significant and unavoidable (but temporary) as concluded in the Certified EIR for the CRA Approved Project.

Nevertheless, because the Modified Project's additional construction activities would not overlap with the construction activities of the CRA Approved Project analyzed in the Certified EIR, the Modified Project's additional construction activities would by itself result in less than significant impacts associated with construction groundborne vibration. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to human annoyance from construction groundborne vibration.

Implementation of Regulatory Compliance Measures CM F-1 and CM F-2, which ensure compliance with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances, as well as restrict construction and demolition to the hours of 7:00 AM to 9:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday, would reduce groundborne vibration impacts to the maximum extent feasible. Additionally, implementation of Mitigation Measures MM F-1.1 and MM F-1.2, which require demolition and construction activities to be scheduled to avoid operating several pieces of equipment simultaneously and the Modified Project's contractor to use power construction equipment with state-of-the-art noise shielding and muffling devices, would further reduce groundborne vibration impacts. Furthermore, Certified EIR Mitigation Measure MM F-1.1 through Certified EIR Mitigation Measure MM F-1.5, which ensure all construction equipment engines shall be properly tuned and muffled; construction activities be conducted as far as possible from the nearest sensitive receptors and natural and/or manmade barriers be used to screen such activities from these land uses to the maximum extent possible; the use of construction equipment with the greatest generation potential to be minimized to the maximum extent feasible; a temporary noise barrier be erected between the source and sensitive receptor if construction activities exceed 75 dBA at the property line of the adjacent property and if construction equipment is left stationary and continuous; and an informational sign be posted at

the entrance to each construction site, would also reduce groundborne vibration impacts to the maximum extent feasible.

Further, the Certified EIR for the CRA Approved Project anticipated a 24-month construction timeline. Compared to the CRA Approved Project, the Modified Project's additional construction period would last approximately four months, which is not a substantial increase from the CRA Approved Project's construction timeline. In addition, the Modified Project's additional construction activities would not overlap with the construction activities analyzed for the CRA Approved Project in the Certified EIR in a manner that would increase groundborne vibration from construction on a given day. Thus, based on the temporary nature and relatively short duration of the additional construction work involved, it is anticipated that the groundborne vibration impacts as a result of the Modified Project's additional construction would not substantially increase the groundborne vibration impacts for construction of the CRA Approved Project. Therefore, the Modified Project's construction-related groundborne vibration impacts would be within the scope of impacts analyzed in the Certified EIR for the CRA Approved Project and would not substantially increase the CRA Approved Project's impacts related to construction groundborne vibration. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to construction groundborne vibration.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's additional construction activities would by itself result in less than significant impacts associated with construction groundborne vibration and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to human annoyance from construction groundborne vibration.

## **2. Project Design Features**

No Project Design Features are proposed for Noise (Construction).

## **3. Mitigation Measures**

**MM F-1.1:** Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

**MM F-1.2:** The Modified Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

**MM F-1.3:** The construction contractor for the Modified Project's additional construction activities shall use on-site electrical sources or solar generators to power equipment rather than diesel or gasoline generators where feasible.

**MM F-1.6:** Prior to the issuance of building permits for the development of the Modified Project, the Applicant shall provide proof satisfactory to the City Department of Public Works or Department of Building and Safety, as applicable, that all related construction contractors have been required in writing to comply with the City Noise Ordinance, and prior to the development of the Modified Project, the Applicant shall design a Construction Noise Mitigation Plan to minimize the construction-related noise impacts to off-site noise-sensitive receptors. The intent of the Construction Noise Management Plan is to provide the contractor with measures to reduce noise impacts by at least 10 dBA through implementation of the following:

- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.

- The Modified Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The construction contractor for the Modified Project's additional construction activities shall use on-site electrical sources or solar generators to power equipment rather than diesel or gasoline generators where feasible.
- All construction equipment engines shall be properly tuned and muffled according to manufacturers' specifications.
- Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers or temporary sound barrier) shall be used to screen such activities from these land uses to the maximum extent possible and the unnecessary idling of such construction activities shall be prohibited.
- To the maximum extent feasible, the use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized.
- If noise levels from construction activity are found to exceed 75 dBA at the property line of an adjacent property and construction equipment is left stationary and continuously operating for more than one day, a temporary noise barrier, shall be erected between the noise source and receptor.
- An information sign shall be posted at each entrance to the construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

**Certified EIR Mitigation Measure MM F-1.1:** All construction equipment engines shall be properly tuned and muffled according to manufacturers' specifications.

**Certified EIR Mitigation Measure MM F-1.2:** Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen such activities from these land uses to the maximum extent possible.

**Certified EIR Mitigation Measure MM F-1.3:** To the maximum extent feasible, the use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized.

**Certified EIR Mitigation Measure MM F-1.4:** If noise levels from construction activity are found to exceed 75 dBA at the property line of and adjacent property and construction equipment is left stationary and continuously operating for more than one day, a temporary noise barrier shall be erected between the noise source and receptor.

**Certified EIR Mitigation Measure MM F-1.5:** An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

#### **4. Finding**

Mitigation measures have been incorporated into the Modified Project which substantially lessen the potentially significant impacts related to construction noise and vibration, as identified in the Supplemental EIR. In addition, changes or alterations have been required in, or incorporated into, the Modified Project which avoid or substantially lessen the significant environmental effect of the Modified Project upon construction noise and vibration including the adoption of the No Automated Steel Parking Structure Alternative in lieu of the Modified Project which would slightly reduce the intensity of the significant noise impact. However, although such measures and changes would reduce the impact, the No Automated Steel Parking Structure Alternative may result in temporary noise and vibration impacts to sensitive uses during construction above the relevant thresholds, and therefore, the No Automated Steel Parking Structure Alternative's construction noise and vibration impacts during construction would be significant and unavoidable, consistent with the conclusion for the Modified Project. Specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIV of the Findings (Statement of Overriding Considerations), make infeasible additional Mitigation Measures or project alternatives identified in the Final Supplemental EIR.

#### **5. Rationale for Finding**

As discussed above, the Certified EIR determined the resulting noise levels from construction of the CRA Approved Project would exceed thresholds of significance for construction noise. Similar to the CRA Approved Project, construction activities for the Modified Project and No Automated Steel Parking Structure Alternative could impact nearby sensitive receptors as construction noise could exceed existing ambient exterior noise levels by more than 10 dBA for more than one day and more than 5 dBA for more than 10 days in a three month period. Implementation of the mitigation measures would reduce the noise levels associated with construction of the Modified Project and No Automated Steel Parking Structure Alternative to the maximum extent that is technically feasible. The Modified Project and No Automated Steel Parking Structure Alternative would incorporate Mitigation Measures MM F-1.1, MM F-1.2, MM F-1.6, and Certified EIR Mitigation Measure MM F-1.1 through Certified EIR Mitigation Measure MM F-1.5, which would reduce construction noise to the maximum extent feasible. The Modified Project's and No Automated Steel Parking Structure Alternative's additional construction activities would also incorporate Mitigation Measure MM F-1.3, which requires the Modified Project's additional construction activities to utilize on-site electrical sources or solar generators in lieu of diesel or gasoline generators where feasible. Despite implementation of the Regulatory Compliance Measures and Mitigation Measures, which would reduce construction noise to the maximum extent feasible, temporary construction-related noise impacts from the Modified Project and the No Automated Steel Parking Structure Alternative would be considered significant and unavoidable after mitigation, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to construction noise. However, as compared to the Modified Project, the No Automated Steel Parking Structure Alternative would slightly reduce the intensity of the significant noise impact.

Regarding vibration, the Certified EIR concluded that the CRA Approved Project's impact to groundborne vibration would be significant and unavoidable on a temporary basis during construction. For the Modified Project's and the No Automated Steel Parking Structure Alternative's additional construction, construction-related groundborne vibration would not expose persons to or generate excessive groundborne vibration at the nearest sensitive receptors, and impacts would be less than significant and would not substantially increase the CRA Approved Project's impacts related to construction groundborne vibration. However, because the changes involved in the Modified Project and the No Automated Steel Parking Structure Alternative would not reduce or avoid the previously identified significant impact associated with the CRA Approved Project's construction activities, groundborne vibration impacts would remain significant and unavoidable (but temporary) as concluded in the Certified EIR for the CRA Approved Project. Despite implementation of the Regulatory Compliance Measures and Mitigation Measures, which would reduce construction vibration to the maximum extent feasible, temporary construction-related vibration impacts from the Modified Project and the No Automated Steel Parking Structure Alternative would be considered significant and unavoidable after mitigation, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to construction noise.

## **6. Reference**

For a complete discussion of Noise /Vibration (Construction) see Sections IV.F Noise and VI. Alternatives to the Modified Project of the Draft Supplemental EIR and Section II Additions and Corrections to the Draft Supplemental EIR of the Final Supplemental EIR.

### **B. Land Use**

#### **1. Description**

The Certified EIR concluded that with implementation of construction-related mitigation measures prescribed in Sections IV.B Air Quality, IV.F Noise, and IV.K.1 Traffic/Transportation in the Certified EIR for the CRA Approved Project, construction related land use impacts would generally be reduced to acceptable levels. The Certified EIR determined implementation of recommended mitigation measures pertaining to air quality, traffic, and noise would further reduce construction impacts upon adjacent land uses. The Certified EIR concluded less than significant land use impacts would occur during construction of the CRA Approved Project associated with construction-related air quality impacts and construction-related traffic impacts after mitigation. Nevertheless, the Certified EIR determined, with implementation of mitigation measures, significant and unavoidable land use impacts would occur during construction of the CRA Approved Project associated with construction-related noise impacts.

Construction of the Modified Project could cause temporary and intermittent impacts to adjacent land uses due to temporary increases in air emissions (including fugitive dust), noise, and traffic congestion. These potential effects and recommended Mitigation Measures are discussed in detail in Sections IV.B, Air Quality; IV.F, Noise; and IV.K Traffic/Transportation, of the Draft Supplemental EIR.

Regarding construction related-traffic, the Certified EIR stated traffic impacts during construction would be less than significant with implementation of mitigation measures. Construction-related traffic impacts associated with the Modified Project's and the No Automated Steel Parking Structure Alternative's additional construction activities would be less than significant, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. The construction-related traffic impacts associated with the Modified Project's and the No Automated Steel Parking

Structure Alternative's additional construction activities would be within the scope of impacts for the CRA Approved Project and would not substantially increase the CRA Approved Project's impacts related to construction traffic. Therefore, consistent with the CRA Approved Project, less than significant land use impacts would occur during construction of the Modified Project or the No Automated Steel Parking Structure Alternative associated with construction-related traffic impacts.

Regarding construction related air quality, the construction-related air quality impacts from the Modified Project's and the No Automated Steel Parking Structure Alternative's additional construction activities would be considered less than significant, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. Accordingly, the air quality impacts resulting from construction emissions associated with the Modified Project and the No Automated Steel Parking Structure Alternative would be less than significant and within the scope of impacts analyzed for the CRA Approved Project. As compared to the CRA Approved Project, the proposed Modified Project and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to construction-related air quality impacts.

Regarding construction related noise, temporary construction-related noise impacts from the Modified Project and the No Automated Steel Parking Structure Alternative would be considered significant and unavoidable after mitigation, which is consistent with the analysis in the Certified EIR for the CRA Approved Project. However, as compared to the Modified Project, the No Automated Steel Parking Structure Alternative would slightly reduce the intensity of the significant noise impact. The Modified Project's and the No Automated Steel Parking Structure Alternative's additional construction activities would not overlap with the construction activities analyzed for the CRA Approved Project in the Certified EIR in a manner that would increase construction noise on a given day. For the Modified Project's and the No Automated Steel Parking Structure Alternative's additional construction activities the construction noise levels associated with the additional construction would be within the CRA Approved Project's construction noise levels and, therefore, would not substantially increase the CRA Approved Project's construction noise levels. Thus, based on the temporary nature and relatively short duration of the construction work involved, it is anticipated that the noise impacts as a result of the additional construction would not substantially increase the noise impacts from construction of the CRA Approved Project. As a result, the Modified Project's and the No Automated Steel Parking Structure Alternative's construction-related noise impact, while significant and unavoidable, would be within the scope of impacts for the CRA Approved Project and would not substantially increase the CRA Approved Project's impacts related to construction noise. Therefore, consistent with the CRA Approved Project, with implementation of mitigation measures, significant and unavoidable land use impacts would occur during construction of the Modified Project and the No Automated Steel Parking Structure Alternative associated with construction-related noise impacts.

## **2. Project Design Features**

No Project Design Features are proposed for Land Use Planning (Construction).

## **3. Mitigation Measures**

See Certified EIR Mitigation Measure IV.B-1, MM F-1.1, MM F-1.2, MM F-1.3, MM F-1.4, MM F-1.5, MM F-1.6, Certified EIR Mitigation Measure MM F-1.1, Certified EIR Mitigation Measure MM F-1.2, Certified EIR Mitigation Measure MM F-1.3, Certified EIR Mitigation Measure MM F-1.4, Certified EIR Mitigation Measure MM F-1.5, Certified EIR Mitigation Measure MM IV.K.1-2, and Certified EIR Mitigation Measure MM IV.K.2-1.

#### **4. Finding**

Mitigation measures have been incorporated into the Modified Project which substantially lessen the potentially significant impacts related to land use construction noise and vibration impacts, as identified in the Supplemental EIR. In addition, changes or alterations have been required in, or incorporated into, the Modified Project which avoid or substantially lessen the significant environmental effect of the Modified Project upon construction noise and vibration including the adoption of the No Automated Steel Parking Structure Alternative in lieu of the Modified Project which would slightly reduce the intensity of the significant noise impact. However, although such measures and changes would reduce the impact, the No Automated Steel Parking Structure Alternative may result in temporary noise and vibration impacts to sensitive uses during construction above the relevant thresholds, and therefore, the No Automated Steel Parking Structure Alternative's construction land use impacts related to noise and vibration would be significant and unavoidable, consistent with the conclusion for the Modified Project.. Specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIV of the Findings (Statement of Overriding Considerations), make infeasible additional Mitigation Measures or project alternatives identified in the Final Supplemental EIR.

#### **5. Rationale for Finding**

As discussed above, land use impacts associated with the additional construction of the Modified Project and the No Automated Steel Parking Structure Alternative would be less than significant related to construction-related air quality and temporary construction traffic impacts, which is consistent with the CRA Approved Project. Additionally, consistent with the CRA Approved Project, even following the implementation of mitigation measures, significant and unavoidable land use impacts would occur during construction of the Modified Project and the No Automated Steel Parking Structure Alternative associated with construction-related noise impacts. As compared to the Modified Project, the No Automated Steel Parking Structure Alternative would slightly reduce the intensity of the construction-related noise impacts. Construction of the Modified Project and the No Automated Steel Parking Structure Alternative would not substantially increase land use impacts identified in the Certified EIR for the CRA Approved Project. Accordingly, as compared to the CRA Approved Project, the proposed Modified Project and the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to temporary disruption of adjacent land uses with increased air quality, noise impacts and temporary construction traffic impacts during construction.

#### **6. Reference**

For a complete discussion of Land Use Planning (Construction) see Sections IV.H Land Use Planning and VI. Alternatives to the Modified Project of the Draft Supplemental EIR.

#### **XI. Alternatives to the Project**

As a Draft Supplemental EIR to a previously Certified EIR, the Draft Supplemental EIR's alternative analysis provided an overview of the project background, the original project objectives, the revised project objectives and design features of the Modified Project, and a summary of the prior alternatives that were analyzed in the Certified EIR. In addition, based on changed circumstances that have occurred since the Certified EIR was certified, the No Project Alternative was updated for the Modified Project to reflect the fact that the project site has changed since the Certified EIR was certified and now contains a vacant 22-story, approximately 250-foot high mixed-use building of approximately 319,562 square feet of floor area, and a closed approximately 18,962 square-foot public park. In addition, in order to provide additional information for decisionmakers, the Draft Supplemental EIR analysis also evaluated a No

Automated Steel Parking Structure Alternative. Under this alternative, parking spaces would be provided within the three levels of subterranean parking and three levels of above-grade parking that are currently developed on the project site and no additional construction would be required to provide parking. The alternatives evaluated in the Certified EIR and Draft Supplemental EIR are summarized below.

**A. Summary of Findings**

Following the assessment of the alternatives, it is recommended that the No Automated Steel Parking Structure Alternative be adopted in lieu of the Modified Project. As described below, the No Automated Steel Parking Structure Alternative would remove the automated steel parking structure and require the adoption of a parking ordinance. The No Automated Steel Parking Structure Alternative would not impede the attainment of any of the Modified Project objectives and would slightly reduce the intensity of the significant noise impact, however impacts associated with construction noise and vibration would remain significant and unavoidable. Further, based upon the following analysis, the City finds, pursuant to CEQA Guidelines Section 15096(g)(2), that no feasible alternative or mitigation measure within its powers will substantially lessen any significant effect of the No Automated Steel Parking Structure Alternative project, reduce the significant, unavoidable impacts of the No Automated Steel Parking Structure Alternative project to a level that is less than significant, or avoid any significant impact that the No Automated Steel Parking Structure Alternative project will have on the environment

**B. Project Objectives**

An important consideration in the analysis of alternatives is the degree to which such alternatives would achieve the objectives of the proposed project.

As described in the Certified EIR and restated in the Draft Supplemental EIR, the primary goal of the CRA Approved Project was to fill the demand for high-rise residential living and provide neighborhood-serving retail uses in the Hollywood area of the City of Los Angeles. Specific objectives of the CRA Approved Project included:

- To contribute to the revitalization of the Hollywood Redevelopment Project area by providing an example of “smart growth” infill development consisting of mixed-use retail, office, and residential development which is consistent with the surrounding architectural elements of Sunset Boulevard corridor;
- To retain and incorporate the architectural character of the Sunset Boulevard street frontage by retaining and incorporating various structural and architectural features of the existing restaurant building that currently occupies the project site;
- To provide on-site parking in a manner that accommodates the project occupant’s needs [without] providing more parking than needed in an effort to promote the use of regional transportation modes given the close proximity of two MTA Metro Red Line Stations (Hollywood & Vine and Hollywood & Western) and multiple bus lines consistent with the Land Use Transportation Policy of the Circulation Element of the General Plan;
- To provide opportunities for viable retail and creative office space in a manner that is complimentary to the existing character of the adjoining residential neighborhood;
- To promote a safe pedestrian-oriented environment by providing extensive streetscape amenities and active retail storefronts along Sunset Boulevard;



- To provide a park in a manner that will provide a safe, attractive and well maintained open space environment;
- To provide a viable project that promotes the City's economic well-being by significantly increasing property and sales tax revenues;
- To accommodate a portion of the City's workforce housing demands in a manner that contributes to a safe, and livable neighborhood;
- To enhance the visual appearance and appeal of the neighborhood by providing perimeter and interior landscaping;
- To eliminate and prevent the spread of blight and deterioration by providing housing ownership opportunities, retail and restaurant uses, and open space within a City-designated Redevelopment Area;
- To orient housing and retail toward the street to make for a safer neighborhood ("eyes on the street");
- To support traffic reduction transportation policies by providing high-density multi-family housing and jobs in proximity to mass transit;
- To encourage the use of alternative modes of transit including bus, subway, walking, and bicycles by enhancing pedestrian connections, limiting large scale automobile access, and providing flex car opportunities and bicycle storage facilities on site;
- To create an environmentally responsible building that will act as a model for energy efficient building in Los Angeles; and
- To provide a high-performance and environmentally efficient mixed-use project with the intent to achieve a Gold rating through the Leadership in Energy and Environmental Design (LEED)® certification process.

As stated in Section II, Project Description of the Draft Supplemental EIR, similar to the CRA Approved Project's primary goal, the underlying purpose of the proposed Modified Project is to meet the demand for mid- to high-rise residential living and provide neighborhood-serving retail uses and additional office space in the Hollywood area of the City of Los Angeles. To further this underlying purpose the following basic project objectives of the Modified Project are:

1. To contribute to the revitalization of the Hollywood Community Plan area by providing an example of "smart-growth" infill development consisting of a mixed-use residential building with office and neighborhood serving retail land uses which is consistent with the surrounding Sunset Boulevard corridor;
2. To provide housing in order to contribute to housing needs based on the current and projected housing demand in the City of Los Angeles;
3. To promote affordable housing by including 5 percent affordable housing units at the "Very Low" income level;
4. To provide a publicly accessible park in a manner that will provide a safe, attractive and well maintained open space environment; and

5. To provide a viable project that promotes the City's economic well-being by significantly increasing property and sales tax revenues.

The following Modified Project additional objectives have also been identified.

1. To provide on-site parking in a manner that is consistent with City requirements;
2. To provide opportunities for retail and office space in a manner that is complimentary to the existing character of the adjoining residential neighborhood;
3. To promote a safe pedestrian-oriented environment by providing extensive streetscape amenities and active retail storefronts along Sunset Boulevard;
4. To create a development with a high-quality urban design;
5. To enhance the visual appearance and appeal of the neighborhood by providing perimeter and interior landscaping;
6. To eliminate and prevent the spread of blight and deterioration by providing housing, retail and restaurant uses, and open space within a City-designated Redevelopment Area;
7. To orient housing and retail toward the street to make for a safer neighborhood ("eyes on the street");
8. To support traffic reduction transportation policies by providing high-density multi-family housing and jobs in a designated Transit Priority Area in close proximity to mass transit;
9. To promote a balanced community by providing a mix of land uses including commercial, residential, office and public open space; and
10. To encourage the use of alternative modes of transit including bus, subway, walking, and bicycles by enhancing pedestrian connections and providing bicycle storage facilities on site.

**C. CRA Approved Project Alternatives Analysis**

**1. Alternative 1: No Project Alternative**

**a. Description of the Alternative**

Under the No Project Alternative in the Certified EIR, it was assumed that the restaurant at 5939 Sunset Boulevard and associated surface parking areas in operation at the time of the Certified EIR would remain in operation for the foreseeable future. The three residential properties at 1538-1540 Gordon Street were partially vacant and, due to the condition of the buildings, were proposed to be demolished by the CRA Approved Project's applicant. Due to the relatively high costs associated with renovating and re-occupying the existing structures, the Certified EIR determined it was reasonable to assume that under the No Project Alternative the residential properties would be demolished and rebuilt as multi-family housing with three seven-unit, 3-story (45-foot high) multi-family condominium buildings for a total of 21 units, consistent with the zoning and land use regulations. The Certified EIR stated each condominium building would include a below grade parking level with 17 parking spaces.

**b. Impact Summary of Alternative**

The Certified EIR determined the No Project Alternative would create several reduced environmental impacts as compared to the CRA Approved Project. The CRA Approved Project was anticipated to result in significant unavoidable impacts in the following issue areas: Aesthetics (shade/shadow), Noise and Vibration (Construction), Cumulative Operational Roadway Noise, and Land Use/Noise (Operational Land Use Compatibility Standards). The Certified EIR found the No Project Alternative would reduce the CRA Approved Project's significant unavoidable impacts for Aesthetics (shade/shadow). Impacts associated with construction noise and vibration and operational land use compatibility standards would remain significant and unavoidable under this alternative.

**c. Finding**

While the No Project Alternative would reduce the CRA Approved Project's significant unavoidable impacts for Aesthetics (shade/shadow). Impacts associated with construction noise and vibration and operational land use compatibility standards would remain significant and unavoidable under this alternative. In addition, the No Project Alternative failed to meet most of the CRA Project Objectives. For instance, the No Project Alternative would not contribute to the revitalization of the Hollywood Redevelopment Project area because it would not allow a mixed-use infill development on the site. The No Project Alternative would also fail to accomplish several important CRA Approved Project objectives, including: to provide a park that would serve the public; to promote a mixed-use project compatible with the General Plan, Hollywood Community Plan, and Hollywood Redevelopment Plan; to increase property tax and sales tax revenues for the City; and to provide high-density housing in close proximity to mass transit. In addition, the No Project Alternative would also fail to meet the primary goal of the CRA Approved Project, which is to meet the demand for mid- to high-rise residential living in the Hollywood area of the City of Los Angeles.

Therefore, pursuant to CEQA Section 21081(a)(3), specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIV of these Findings (Statement of Overriding Considerations), make infeasible the No Project Alternative described in the Certified EIR and the Draft Supplemental EIR.

**d. Rationale for Finding**

The No Project Alternative would reduce the CRA Approved Project's significant unavoidable impacts for Aesthetics (shade/shadow). Impacts associated with construction noise and vibration and operational land use compatibility standards would remain significant and unavoidable under this alternative. However, the No Project Alternative would fail to meet most of the CRA Project Objectives. The No Project Alternative would not contribute to the revitalization of the Hollywood Redevelopment Project area because it would not allow a mixed-use infill development on the site. The No Project Alternative would also fail to accomplish several important CRA Approved Project objectives, including: to provide a park that would serve the public; to promote a mixed-use project compatible with the General Plan, Hollywood Community Plan, and Hollywood Redevelopment Plan; to increase property tax and sales tax revenues for the City; and to provide high-density housing in close proximity to mass transit. In addition, the No Project Alternative would also fail to meet the primary goal of the CRA Approved Project, which is to meet the demand for mid- to high-rise residential living in the Hollywood area of the City of Los Angeles.

Accordingly, the No Project Alternative fails to meet the CRA Approved Project objectives. Therefore, the No Project Alternative is infeasible and less desirable than the CRA Approved Project and is rejected for the reasons stated above.

**e. Reference**

For a complete discussion of impacts associated with the No Project Alternative, please see Section VI, Alternatives to the Proposed Project, of the Certified EIR and Section VI, Alternatives to the Modified Project, of the Draft Supplemental EIR.

**2. Alternative 2: By-Right Development Under The Current General Plan And Zoning Designations**

**a. Description of the Alternative**

This alternative was selected as a possible scenario for future development of the project site to be consistent with the applicable General Plan land use and zoning designations at the time of the Certified EIR. The objective of this alternative was to define a reduced density project that was as close as possible to a “By-Right Development” that could be developed without any specific variances, deviations or special discretionary approvals from the CRA or Planning. The Certified EIR noted that this alternative presented a theoretical development scenario from a planning and land use perspective with the primary goal of reducing or eliminating the CRA Approved Project’s significant and unavoidable impacts. This alternative, did not take into consideration the financial feasibility of construction and development.

The By-Right Development Alternative would include a 166,929 square-foot mixed-use development with 148 dwelling units, 13,500 square feet of commercial retail space (including 5,000 square feet of retail space and 8,500 square feet of restaurant uses). Similar to the CRA Approved Project, the Certified EIR assumed that parking would be provided in three subterranean parking levels beneath the entire project site. A total of 397 parking spaces would be required. This alternative would not provide a park for public use or any office space, which was requested by the CRA in order to retain some of the declining office space inventory in the area.

With respect to scale and massing of the proposed alternative development, the project site would be developed with a three-story (45-foot high) condominium complex fronting Gordon Street and an approximate seven-story building with a six-story residential tower on top of ground floor retail and restaurant uses fronting on Sunset Boulevard. Overall, in comparison to the CRA Approved Project, the By-Right Development Alternative would be a smaller structure

**b. Impact Summary of Alternative**

The Certified EIR concluded the By-Right Development Alternative would reduce the severity of some of the CRA Approved Project’s environmental impacts. The CRA Approved Project was anticipated to result in significant unavoidable impacts in the following issue areas: Aesthetics (Shade/Shadow), Noise and Vibration (Construction), Cumulative Operational Roadway Noise, and Land Use/Noise (Operational Land Use Compatibility Standards). The By-Right Development Alternative would reduce the CRA Approved Project’s significant unavoidable impacts for Aesthetics (Shade/Shadow). Impacts associated with construction noise and vibration and operational land use compatibility standards would remain significant and unavoidable under this alternative.

**c. Finding**

While the By-Right Development Alternative would reduce the CRA Approved Project’s significant unavoidable impacts for Aesthetics (Shade/Shadow). Impacts associated with construction noise and vibration and operational land use compatibility standards would remain significant and unavoidable under this alternative. In addition, the By-Right Development Alternative would fail to

meet several of the CRA Approved Project's objectives. For instance, the office space component of the CRA Approved Project would be eliminated in the By-Right Development Alternative, which doesn't fulfill the objective of the CRA Approved Project to provide opportunities for viable creative office space in the Hollywood area. In addition, while this alternative would provide high-density multi-family housing in close proximity to mass transit, it would not provide as much density as the CRA Approved Project and would thus fall short of the project site's potential to maximize traffic reduction transportation policies.

Therefore, pursuant to CEQA Section 21081(a)(3), specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIV of these Findings (Statement of Overriding Considerations), make infeasible the By-Right Development Alternative described in the Certified EIR and the Draft Supplemental EIR.

**d. Rationale for Finding**

The By-Right Development Alternative would reduce the CRA Approved Project's significant unavoidable impacts for Aesthetics (Shade/Shadow). Impacts associated with construction noise and vibration and operational land use compatibility standards would remain significant and unavoidable under this alternative. However, the No Project Alternative would fail to meet most of the CRA Project Objectives.

For instance, the office space component of the CRA Approved Project would be eliminated in the By-Right Development Alternative, which doesn't fulfill the objective of the CRA Approved Project to provide opportunities for viable creative office space in the Hollywood area. In addition, while this alternative would provide high-density, multi-family housing in close proximity to mass transit, it would not provide as much density as the CRA Approved Project and would thus fall short of the project site's potential to maximize traffic reduction transportation policies.

Accordingly, the By-Right Development Alternative fails to meet the CRA Approved Project objectives. Therefore, the By-Right Development Alternative is infeasible and less desirable than the CRA Approved Project and is rejected for the reasons stated above.

**e. Reference**

For a complete discussion of impacts associated with the No Project Alternative, please see Section VI, Alternatives to the Proposed Project, of the Certified EIR and Section VI, Alternatives to the Modified Project, of the Draft Supplemental EIR.

**3. Alternative 3: Anticipated Development Under The Proposed Hollywood Community Plan Amendment ("General Plan Amendment Alternative")**

**a. Description of the Alternative**

At the time of the Certified EIR, the Planning Department was in the process of updating the Hollywood Community Plan. This alternative built upon the land use and zoning designations identified for the project site as shown in the Draft Hollywood CPU Appendix to Matrix, dated February 16, 2006. The Certified EIR noted, that these land use and zoning designations were not final but were presented as a theoretical project alternative for informational purposes only.

Based on the Draft Hollywood CPU Appendix to Matrix, the General Plan designation applicable to the project site would be amended to allow for a development of 216,288 square feet of developed floor area with up to 180 dwelling units, 13,500 square feet of retail and restaurant area, and 45,354 square feet of commercial office. Similar to the CRA Approved Project, parking

for this alternative would be provided in three subterranean parking levels beneath the entire project site. A total of 549 parking spaces would be needed to meet all of the parking requirements for the project site. The Proposed General Plan Amendment Alternative would not require any financial subsidies or assistance from the CRA and would not involve any specific zoning variances or adjustments. However, this alternative would not provide any of the public benefits of the CRA Approved Project. For instance, this alternative would not provide the park for public use.

With respect to scale and massing of the proposed alternative, the project site would be developed with a three-story (45-foot high) condominium complex fronting Gordon Street and an approximate 12-story building with a seven-story residential tower on top of a five-level podium structure with ground floor retail and restaurant uses fronting Sunset Boulevard. As the Proposed General Plan Amendment Alternative would be consistent with the underling zoning regulations were the land use and zoning designations to be updated consistent with the Draft Hollywood CPU Appendix to Matrix, it would be compatible with the existing mid-rise residential buildings along Gordon Street. However, the buffer and open space areas created by the proposed public park feature created under the CRA Approved Project would not be provided.

**b. Impact Summary of Alternative**

The Certified EIR determined the Proposed General Plan Amendment Alternative would reduce the severity of some of the CRA Approved Project's environmental impacts. The CRA Approved Project was anticipated to result in significant unavoidable impacts in the following issue areas: Aesthetics (Shade/Shadow), Noise and Vibration (Construction), Cumulative Operational Roadway Noise, and Land Use/Noise (Operational Land Use Compatibility Standards). Impacts associated with the General Plan Amendment Alternative would be reduced for Aesthetics (Shade/Shadow) but not to the extent that it would avoid a significant unavoidable impact on adjacent land uses. Impacts associated with construction noise and vibration and operational land use compatibility standards would remain significant and unavoidable under this alternative.

**c. Finding**

While the Proposed General Plan Amendment Alternative would reduce the Aesthetics (Shade/Shadow) impact it would not be reduced to the extent that it would avoid a significant unavoidable impact on adjacent land uses. Impacts associated with construction noise and vibration and operational land use compatibility standards would remain significant and unavoidable under this alternative. In addition, the Proposed General Plan Amendment Alternative would fail to meet several of the CRA Approved Project's objectives. Because the General Plan Amendment Alternative would not seek any development assistance or incentives from the CRA, the property would be developed in strict conformance with the General Plan and Zoning regulations. Although the Proposed General Plan Amendment Alternative would meet the objective of creating a mixed-use retail/residential development, it would not provide the public park. While this alternative would provide high-density multi-family housing in close proximity to mass transit, it would not provide as much density as the CRA Approved Project and would thus fall short of the project site's potential to maximize traffic reduction transportation policies.

Therefore, pursuant to CEQA Section 21081(a)(3), specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIV of these Findings (Statement of Overriding Considerations), make infeasible the Proposed General Plan Amendment Alternative described in the Certified EIR and Draft Supplemental EIR.

**d. Rationale for Finding**

The Proposed General Plan Amendment Alternative would reduce the Aesthetics (Shade/Shadow) impact, however it would not be reduced to the extent that it would avoid a significant unavoidable impact on adjacent land uses. Impacts associated with construction noise and vibration and operational land use compatibility standards would remain significant and unavoidable under this alternative. However, the Proposed General Plan Amendment Alternative would fail to meet several of the CRA Project Objectives. Because the General Plan Amendment Alternative would not seek any development assistance or incentives from the CRA, the property would be developed in strict conformance with the General Plan and Zoning regulations. Although the Proposed General Plan Amendment Alternative would meet the objective of creating a mixed-use retail/residential development, it would not provide the public park. While this alternative would provide high-density multi-family housing in close proximity to mass transit, it would not provide as much density as the CRA Approved Project and would thus fall short of the project site's potential to maximize traffic reduction transportation policies

Accordingly, the Proposed General Plan Amendment Alternative fails to meet the CRA Approved Project objectives. Therefore, the Proposed General Plan Amendment Alternative is infeasible and less desirable than the CRA Approved Project and is rejected for the reasons stated above.

**e. Reference**

For a complete discussion of impacts associated with the Proposed General Plan Amendment Alternative, please see Section VI, Alternatives to the Proposed Project, of the Certified EIR and Section VI, Alternatives to the Modified Project, of the Draft Supplemental EIR.

**4. Alternative 4: North/South Tower Alignment Alternative**

**a. Description of the Alternative**

During the planning and design process for the CRA Approved Project, several architectural and site plan configurations were considered in an effort to maximize the energy efficiency of the CRA Approved Project. One of the alternative designs considered but rejected was developing the podium and residential tower along a north-south axis instead of the east-west alignment that was proposed as part of the CRA Approved Project. The north-south tower alignment was considered for its ability to potentially reduce the scale and massing of the structure along the Sunset Boulevard frontage, to reduce the CRA Approved Project's shadow impacts on neighboring properties, and to open up the view corridor to and from the Hollywood Hills. After running preliminary calculations on this model, it was found that the north-south alignment would result in a less energy efficient building and would increase the future operating costs of the building. Nevertheless, this configuration remains a feasible project alternative to evaluate. In addition, this alternative analyzed the CRA Approved Project assuming the OSF Building façade would be completely demolished. Under this scenario, the architectural façade of the proposed structure would reflect a modern architectural design.

**b. Impact Summary of Alternative**

The Certified EIR concluded the North-South Alignment Alternative would generally result in the same environmental impacts as the CRA Approved Project for all environmental issue areas except for shade and shadow. The CRA Approved Project was anticipated to result in significant unavoidable impacts in the following issue areas: Aesthetics (shade/shadow), Noise and Vibration (Construction), Cumulative Operational Roadway Noise, and Land Use/Noise (Operational Land Use Compatibility Standards). The North-South Alignment Alternative would not reduce the CRA Approved Project's significant unavoidable impacts for any of these issues. Impacts associated

with Aesthetics (shade/shadow) would be reduced but not to the extent that it would avoid a significant unavoidable impact on adjacent land uses. Impacts associated with construction noise and vibration and operational land use compatibility standards would remain under this alternative. In addition, impacts to energy efficiency and electricity and natural gas demands were anticipated to increase under this alternative; however, not to the extent that any new significant unavoidable impacts would occur.

**c. Finding**

The North-South Alignment Alternative would reduce the Aesthetics (shade/shadow) impact, however it would not be reduced to the extent that it would avoid a significant unavoidable impact on adjacent land uses. Impacts associated with construction noise and vibration and operational land use compatibility standards would remain significant and unavoidable under this alternative. The North-South Alignment Alternative would meet many of the CRA Approved Project objectives, however it would fail to provide a high-performance and energy-efficient building.

Therefore, pursuant to CEQA Section 21081(a)(3), specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIV of these Findings (Statement of Overriding Considerations), make infeasible the North-South Alignment Alternative described in the Certified EIR and the Draft Supplemental EIR.

**d. Rationale for Finding**

The North-South Alignment Alternative would reduce the Aesthetics (Shade/Shadow) impact, however it would not be reduced to the extent that it would avoid a significant unavoidable impact on adjacent land uses. Impacts associated with construction noise and vibration and operational land use compatibility standards would remain significant and unavoidable under this alternative. However, while the North-South Alignment Alternative would meet many of the CRA Approved Project objectives it would fail to provide a high-performance and energy-efficient building.

Accordingly, the North-South Alignment Alternative fails to meet the CRA Approved Project objectives. Therefore, the No Project Alternative is infeasible and less desirable than the CRA Approved Project and is rejected for the reasons stated above.

**e. Reference**

For a complete discussion of impacts associated with the North-South Alignment Alternative, please see Section VI, Alternatives to the Proposed Project, of the Certified EIR and Section VI, Alternatives to the Modified Project, of the Draft Supplemental EIR.

**5. CRA Approved Project Environmentally Superior Alternative**

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. In addition, Section 15126.6 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."

In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. The Certified EIR determined the Environmentally Superior Alternative would be the No Project Alternative. The No Project Alternative would eliminate nearly all of the CRA Approved Project's potentially adverse effects upon the environment as it would maintain the status-quo.



In accordance with the CEQA Guidelines requirement to identify an environmentally superior Alternative other than the No Project Alternative, the By-Right Development Alternative was selected as the Environmentally Superior Alternative in the Certified EIR. Specifically, the By-Right Development Alternative was selected as the environmentally superior alternative because of its ability to avoid the CRA Approved Project's significant and unavoidable shade and shadow impacts upon neighboring properties. In addition, this alternative would result in a less intensive development and would consume less energy and water resources and would generate less wastewater and fewer demands for public utilities and services. However, the Certified EIR determined that the CRA Approved Project is preferable to the By-Right Development Alternative because the By-Right Development Alternative would fail to provide high density housing in proximity to mass transit opportunities in an area with a high level of employment opportunities. While on a project-by-project basis, the environmental impacts under this alternative appear beneficial from a regional perspective, this alternative would result in the displacement of the CRA Approved Project's proposed housing density to other areas within the City and would not entirely eliminate such impacts.

Accordingly, in adopting the statement of overriding considerations for the CRA Approved Project the CRA found that there are no feasible alternatives or feasible mitigation measures that would substantially lessen or avoid any significant environmental effect of the CRA Approved Project. (See CEQA Guidelines Section 15096(g)(2).) The City of Los Angeles made the same finding following its consideration of the CRA Approved Project.

#### **D. Modified Project Alternatives Analysis**

The Certified EIR determined the CRA Approved Project would result in significant unavoidable impacts in the following issue areas: Aesthetics (Shade/Shadow), Noise and Vibration (Construction), Cumulative Operational Roadway Noise, and Land Use/Noise (Operational Land Use Compatibility Standards). In adopting the statement of overriding considerations, the CRA found that there are no feasible alternatives or feasible mitigation measures that would substantially lessen or avoid any significant environmental effect of the CRA Approved Project. (See CEQA Guidelines Section 15096(g)(2).) The City of Los Angeles made the same finding following its consideration of the CRA Approved Project.

As discussed in Section I, Introduction/Executive Summary, of the Draft Supplemental EIR, the purpose of the Supplemental EIR is to inform decision-makers and the general public of the potential environmental impacts resulting from the proposed development of the Modified Project and to determine whether implementation of the Modified Project would result in any new significant environmental impacts that were not identified in the Certified EIR for the CRA Approved Project, or whether the previously identified significant impacts would be substantially more severe under the Modified Project.

As analyzed in the Supplemental EIR, the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects of the CRA Approved Project. In addition, some of the significant impacts that were previously identified in the Certified EIR for the CRA Approved Project are no longer considered significant impacts of the Modified Project. Specifically, for the Aesthetics (Shade/Shadow) significant impact, the Certified EIR concluded the CRA Approved Project would result in significant and unavoidable shade and shadow impacts upon nearby residential properties during the winter months. However, because the Modified Project is a mixed-use residential project located on an infill site within a Transit Priority Area as defined by CEQA, the Modified Project's aesthetic impacts are not considered significant impacts on the environment pursuant to SB 743. Therefore, the Modified Project would result in less-than-significant shade and shadow impacts upon nearby residential properties during the winter months. With regard to Land Use/Noise (Operational Land Use Compatibility Standards), the Certified EIR concluded the CRA Approved

Project's operational noise impacts would be significant and unavoidable, as the CRA Approved Project would expose future residents of the project to exterior ambient noise levels that are in the "normally unacceptable" and "clearly unacceptable" CNEL exposure range. Consistent with recent CEQA case law, impacts arising from exposure of future occupants of a project to existing environmental conditions is not a significant impact upon the environment. Instead, impacts arising from exposure of future residents to existing environmental conditions should be evaluated in the context of whether the project would exacerbate existing environmental conditions that, in turn, would result in a significant impact upon the environment. The Modified Project would not exacerbate existing environmental conditions because future roadway noise levels with the Modified Project would not exceed the significance threshold and the Noise/Land Use compatibility classifications would remain the same with or without the development of the Modified Project. As such, the Modified Project's operational noise impacts associated with exposure of future residents to ambient noise levels that are in the "normally unacceptable" CNEL exposure range would be less than significant. Additionally, the Modified Project's future year with project traffic volumes on local street segments would result in less than significant cumulative operational roadway noise impacts. Thus, the CRA Approved Project's significant and unavoidable cumulative operational roadway noise impact would be reduced to less than significant levels under the Modified Project. While the Noise and Vibration (Construction) significant impact identified in the Certified EIR would remain for the Modified Project, as discussed in Section IV.F, Noise and IV.H, Land Use and Planning, of the Draft Supplemental EIR, the Modified Project would not involve a substantial increase in the severity of the previously identified significant impacts to noise or vibration during construction.

Pursuant to CEQA Guidelines Section 15126.6, subd. (b) "[b]ecause an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project." Pursuant to CEQA Guidelines Section 15163 the "supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised." As the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects of the CRA Approved Project, the alternatives analysis prepared for the CRA Approved Project in the Certified EIR needed only to be updated to contain information necessary to make the previous EIR adequate for the project as revised. For the Modified Project's alternatives analysis, the only new information that affects the conclusions in the alternatives analysis from the Certified EIR is that since certification of the Certified EIR the project site has change and is now developed with a vacant 22-story, approximately 250-foot high mixed use building of approximately 319,562 square feet of floor area, and a closed approximately 18,962 square-foot public park. The building and public park are closed in compliance with an Order to Vacate issued by the Los Angeles Department of Building and Safety on March 19, 2015. Accordingly, the Draft Supplemental EIR updated the No Project Alternative for the Modified Project to account for these changed project site conditions.

In addition, while not required under CEQA because the Modified Project would not result in new significant effects or substantially more severe significant effects, to provide additional information for decisionmakers the analysis also includes a discussion of a No Automated Steel Parking Structure Alternative. Under this alternative, instead of providing parking in the new automated steel parking structure, approval of a City ordinance would be required that would provide for the reduction of clear space at structural elements in the Modified Project's parking structure and to allow up to 66 percent of the parking stalls to be compact parking stalls. Under the No Automated Steel Parking Structure Alternative, approximately 508 parking spaces would be provided within the three levels of subterranean parking and three levels of above-grade parking that are currently developed on the project site and no additional construction would be required to provide parking within the project to meet Code requirements.

## **1. No Project Alternative**

### **a. Description of the Alternative**

The project site has substantially changed since the Certified EIR for the CRA Approved Project. The project site is currently improved with a vacant 22-story, approximately 250-foot high mixed use building of approximately 319,562 square feet of floor area, and a closed approximately 18,962 square-foot public park. The building and public park are closed in compliance with an Order to Vacate issued by the Los Angeles Department of Building and Safety on March 19, 2015. The building is comprised of an 18-floor residential tower above a four-level above-grade podium structure with three levels of subterranean parking and three levels of above-grade parking.

Compared to the Modified Project, the No Project Alternative would ensure the vacant 22-story, approximately 250-foot high mixed use building of approximately 319,562 square feet of floor area, and a closed approximately 18,962 square-foot public park that currently occupies the project site remain vacant and closed until those uses are demolished. While it is somewhat speculative to assume what would occur if no further discretionary action is taken by the lead agency, it is reasonable to assume the vacant development on the project site would ultimately be required by the City to be demolished under the No Project Alternative as a matter of public safety. If the project site were instead to remain vacant it could fall into disrepair and would lead to urban blight.

### **b. Impact Summary of Alternative**

The construction activities associated with the demolition of the vacant development would result in air quality and GHG emissions, would generate new noise and vibration impacts, and would increase haul trucks and construction worker vehicle trips on a short-term and temporary basis. The short-term construction impacts of the No Project Alternative were compared to the short-term construction impacts of the Modified Project's additional construction activities. As discussed in Section VI, Alternatives to the Modified Project in the Draft Supplemental EIR, compared to the impacts associated with the additional construction activities under the proposed Modified Project for localized construction emissions, the No Project Alternative would result in higher peak daily construction emissions for all criteria pollutants. With respect to greenhouse gas emissions, the short-term construction impacts associated with the No Project Alternative would generate additional GHG emissions. As such, the short-term construction impacts associated with the No Project Alternative would not be environmentally superior to the additional construction activities necessary for the Modified Project with respect to construction air quality and GHG emissions.

In addition, due to the activities involved with demolition of the existing development, the No Project Alternative would still not avoid the CRA Approved Project and Modified Project's significant unavoidable impacts to noise and vibration during construction because demolition of the existing development would generate noise and vibration impacts on surrounding uses.

The Aesthetics (Shade/Shadow), Land Use/Noise (Operational Land Use Compatibility Standards), and Cumulative Operational Roadway Noise impacts identified in the Certified EIR for the CRA Approved Project are no longer considered significant impacts for the Modified Project. Therefore, there are no significant impacts in these categories for an alternative to the Modified Project to reduce. While any further development on the project site would be speculative to address, any future development on the project site would likely also have significant unavoidable impacts to noise and vibration during construction due to the proximity of nearby residential land uses. Therefore, the No Project Alternative would not be effective in reducing or avoiding the Modified Project's significant and unavoidable impact to construction related noise and vibration. With respect to operations, impacts associated with the ongoing operation of further development on the project site would be speculative to address. As analyzed in the Draft

Supplemental EIR, there are no significant operational impacts associated with the proposed Modified Project.

**c. Finding**

The No Project Alternative would not be effective in reducing or avoiding the Modified Project's significant and unavoidable impact to construction related noise and vibration. In addition, the No Project Alternative would fail to accomplish all of the Modified Project's objectives. The No Project Alternative would fail to provide a publicly accessible park; would not contribute to the revitalization of the Hollywood Community Plan area; would not include affordable housing; would not generate increased property and sales tax revenues for the City; and would fail to provide high-density multi-family housing and jobs in a designated Transit Priority Area. Similar to the No Project Alternative analysis in the Certified EIR for the CRA Approved Project, the underlying purpose of the Modified Project, which is to meet the demand for mid- to high-rise residential living and provide neighborhood-serving retail uses and additional office space in the Hollywood area of the City of Los Angeles, would not be met under the No Project Alternative.

Therefore, pursuant to CEQA Section 21081(a)(3), specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIV of these Findings (Statement of Overriding Considerations), make infeasible the No Project Alternative described in the Draft Supplemental EIR.

**d. Rationale for Finding**

The No Project Alternative would not be effective in reducing or avoiding the Modified Project's significant and unavoidable impact to construction related noise and vibration. In addition, the No Project Alternative would fail to accomplish all of the Modified Project's objectives. The No Project Alternative would fail to provide a publicly accessible park; would not contribute to the revitalization of the Hollywood Community Plan area; would not include affordable housing; would not generate increased property and sales tax revenues for the City; and would fail to provide high-density multi-family housing and jobs in a designated Transit Priority Area. Similar to the No Project Alternative analysis in the CRA Approved Project, the underlying purpose of the Modified Project, which is to meet the demand for mid- to high-rise residential living and provide neighborhood-serving retail uses and additional office space in the Hollywood area of the City of Los Angeles, would not be met under the No Project Alternative.

Accordingly, the No Project Alternative fails to meet the Modified Project objectives. Therefore, the No Project Alternative is infeasible and less desirable than the Modified and is rejected for the reasons stated above.

**e. Reference**

For a complete discussion of impacts associated with the No Project Alternative, please see Section VI, Alternatives to the Modified Project, of the Draft Supplemental EIR.

**2. No Automated Steel Parking Structure Alternative**

**a. Description of the Alternative**

The project site is currently improved with a vacant 22-story, approximately 250-foot high mixed use building of approximately 319,562 square feet of floor area, and a closed approximately 18,962 square-foot public park. The building and public park are closed in compliance with an Order to Vacate issued by the Los Angeles Department of Building and Safety on March 19, 2015.

The building is comprised of an 18-floor residential tower above a four-level above-grade podium structure with three levels of subterranean parking and three levels of above-grade parking.

Compared to the Modified Project, the No Automated Steel Parking Structure Alternative would not include the automated steel parking structure that is proposed to be constructed above the parking area on Level L3 (within the approximate height of Level L4 of the rest of the podium structure), which would include two floors of automated parking. Instead, under the No Automated Steel Parking Structure Alternative, the City would adopt an ordinance that would provide for the reduction of clear space at structural elements in the parking structure and to allow up to 66 percent of the parking stalls to be compact parking stalls. Under the No Automated Steel Parking Structure Alternative, approximately 508 parking spaces would be provided within the three levels of subterranean parking and three levels of above-grade parking that are currently developed on the project site and no new construction would be required to provide parking that meets or exceeds Code required minimums. As discussed in Section IV.K.1 Traffic/Transportation of the Draft Supplemental EIR, providing 508 parking spaces, which would exceed the Code required minimum of 428 parking spaces, would not encourage additional vehicle trips to the project site.

To allow for the development of the Modified Project additional on-site construction is necessary associated with the installation and retrofitting for the new automated steel parking structure and interior building renovations. Additional construction may also be necessary to comply with the building code requirements. Construction of the new automated steel parking structure and interior building renovations would take approximately three to four months. To allow for the development of the No Automated Steel Parking Structure Alternative, additional on-site construction would still be necessary associated with interior building renovations and may also be necessary to comply with the building code requirements, however no additional on-site construction would be necessary for the installation of and retrofitting for the new automated steel parking structure. Additional construction for the No Automated Steel Parking Structure Alternative would be anticipated to take approximately three to four months consistent with the Modified Project; however, the additional construction is anticipated to be generally limited to interior building locations. While some construction activities may occur on the exterior of the building in connection with interior building renovations, the exterior construction activities would be reduced as no substantial changes to the above-ground parking podium are proposed.

#### **b. Impact Summary of Alternative**

As compared to the Modified Project's additional construction activities, the No Automated Steel Parking Structure Alternative's additional construction activities would slightly reduce the intensity of the significant noise impact. Like the Modified Project's additional construction activities, the additional construction for the No Automated Steel Parking Structure Alternative would not have a significant vibration impact. However, as concluded in Section IV.F Noise and Section IV.H, Land Use and Planning, the vibration from the construction of the entirety of the Modified Project would remain significant and unavoidable. There is no change to this conclusion with the No Automated Steel Parking Structure Alternative. However, because the No Automated Steel Parking Structure Alternative would slightly reduce the intensity of the significant noise impact, it is considered environmentally superior to the Modified Project.

As discussed above, the Aesthetics (Shade/Shadow), Land Use/Noise (Operational Land Use Compatibility Standards), and Cumulative Operational Roadway Noise impacts identified in the Certified EIR for the CRA Approved Project are no longer considered significant impacts for the Modified Project. Therefore, there are no significant impacts in these categories for an alternative to the Modified Project to reduce.

**c. Finding**

While the significant noise and vibration impact would remain under the No Automated Steel Parking Structure Alternative, the alternative would slightly reduce the intensity of the significant noise impact and is therefore considered environmentally superior to the Modified Project. With respect to meeting the Modified Project objectives, the No Automated Steel Parking Structure Alternative would meet all of the Modified Project objectives to the same extent as the Modified Project. The removal of the automated steel parking structure and adoption of a parking ordinance would not impede the attainment of any of the Modified Project objectives.

Therefore, the City finds that this alternative is feasible and meets the Modified Project's objectives to the same extent as the Modified Project.

**d. Rationale for Finding**

The No Automated Steel Parking Structure Alternative would slightly reduce the intensity of the significant noise impact, however impacts associated with construction noise and vibration would remain significant and unavoidable under this alternative. In addition, the No Automated Steel Parking Structure Alternative would meet all of the Modified Project objectives to the same extent as the Modified Project. The removal of the automated steel parking structure and adoption of a parking ordinance would not impede the attainment of any of the Modified Project objectives.

Therefore, the City finds that this alternative is feasible and meets the Modified Project's objectives to the same extent as the Modified Project.

**e. Reference**

For a complete discussion of impacts associated with No Automated Steel Parking Structure Alternative, please see Section VI, Alternatives to the Modified Project, of the Draft Supplemental EIR.

**3. Modified Project Environmentally Superior Alternative**

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. In addition, Section 15126.6 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."

In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. While the Environmentally Superior Alternative was addressed in the Certified EIR pursuant to Section 15126.6 of the CEQA Guidelines, to provide additional information for decision makers, an Environmentally Superior Alternative was also evaluated for the two specific alternatives to the Modified Project addressed in the Draft Supplemental EIR. The environmentally superior alternative is the No Automated Steel Parking Structure Alternative because the No Automated Steel Parking Structure Alternative would slightly reduce the intensity of the significant and unavoidable noise impact as compared to the Modified Project because the No Automated Steel Parking Structure Alternative would include less exterior construction activities than the Modified Project. Therefore, the No Automated Steel Parking Structure alternative is the Environmentally Superior Alternative.

## **XII. Findings regarding General Impact Categories**

### **A. Growth-Inducing Impacts**

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a project could induce growth. This includes ways in which a project will 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 will 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.

The Certified EIR stated the CRA Approved Project was intended to increase housing and employment opportunities in the Hollywood Area and contribute to the revitalization of the area, which would meet the objectives of the Hollywood Redevelopment Area. The Certified EIR determined the demolition of existing uses and development of the CRA Approved Project would require upgrades to the existing infrastructure which could encourage other developments in the area, thereby contributing to growth. The Certified EIR also stated the CRA Approved Project would provide 311 multi-family residences and approximately 722 new residents to the project area, but that the CRA Approved Project was consistent with the projected population and housing forecasts for the Hollywood Community Plan Area and would not exceed the maximum allowable dwelling units permitted within the Redevelopment Plan Area. The Certified EIR concluded the CRA Approved Project may induce substantial growth with respect to infrastructure through immediate and gradual upgrades to community facilities. However, the high-density, transit-oriented growth induced by the CRA Approved Project was determined to be consistent with the objectives of both the Hollywood Community Plan and the Hollywood Redevelopment Project Area.

Consistent with the CRA Approved Project, the Modified Project is intended to increase housing and employment opportunities in the Hollywood area and to contribute to the revitalization of the area through private investment and the development of commercial and residential uses. The Certified EIR stated the CRA Approved Project would be consistent with the population and housing forecasts. As discussed in Section IV.G, Population, Housing and Employment of the Draft Supplemental EIR, the growth associated with the Modified Project is within the planned population, housing, and employment growth forecasts of SCAG's 2016-2040 RTP/SCS. Further, compared to the CRA Approved Project, the Modified Project would involve the development of fewer residential apartment units and would increase the population by fewer new residents (from 311 dwelling units and 722 new residents for the CRA Approved Project to 299 dwelling units and 693 new residents for the Modified Project). Additionally, as compared to the CRA Approved Project some additional short-term employment opportunities would be generated by construction activity resulting from the installation and retrofitting for the new automated steel parking structure and interior building renovations for the Modified Project. The CRA Approved Project was expected to generate up to 200 – 250 daily construction workers, while the Modified Project's minimal additional construction activities would generate less than 100 additional short-term construction jobs (approximately 83 construction-related jobs). With regard to permanent jobs,

the Modified Project would be expected to generate approximately 128 net new employees and approximately 163 gross new employees at the project site, which would be 18 fewer employees than estimated in the Certified EIR. Such economic growth inducing impacts of the Modified Project would meet the objectives of the Hollywood Redevelopment Project Area. Therefore, direct growth from the Modified Project would be within the Certified EIR's growth forecasts for the CRA Approved Project, and the Modified Project's growth would not substantially increase the growth impacts identified in the Certified EIR for the CRA Approved Project.

Like the Modified Project, economic growth inducing impacts of the No Automated Steel Parking Structure Alternative would meet the objectives of the Hollywood Redevelopment Project Area and direct growth from the No Automated Steel Parking Structure Alternative would not substantially increase the growth impacts identified in the Certified EIR for the CRA Approved Project.

Regarding indirect growth during construction, the Certified EIR determined in Section IV.G, Population and Housing, that the employment opportunities provided by the construction of the CRA Approved Project would not likely result in household relocation by construction workers to the vicinity of the project site. Thus, the Certified EIR concluded the generation of temporary construction jobs would not cause a permanent increase in local population. For the Modified Project, as discussed in Section IV.G, Population, Housing and Employment of the Draft Supplemental EIR, the employment opportunities provided by the construction of the Modified Project are not likely to result in any household relocation by construction workers to the vicinity of the project site. Based on the temporary nature and relatively short duration of the additional construction work involved, it is anticipated that the construction work force would be filled by the local resident population and skilled labor positions that already exist within the greater Los Angeles region. Similar to the CRA Approved Project, it is anticipated that most construction workers would come from the existing construction industry workforce within Los Angeles County, and with contractors that already reside in the surrounding community or would commute from their existing place of residence within the region. This is due to the fact that the work requirements of many construction projects are highly specialized, temporary, and overlapping so that construction workers remain at a job site only for the time frame in which their specific skills are needed to complete a particular phase of the construction process. Therefore, indirect population growth and employment growth impacts associated with construction of the Modified Project would be less than significant, which is consistent with the conclusions of the analysis in the Certified EIR for the CRA Approved Project.

Like the Modified Project, indirect population growth and employment growth impacts associated with construction of the No Automated Steel Parking Structure Alternative would be less than significant, which is consistent with the conclusions of the analysis in the Certified EIR for the CRA Approved Project.

As described in Section IV.G, Population and Housing of the Certified EIR for the CRA Approved Project, new jobs in the retail and restaurant industries would not generate indirect population growth within the region because existing residents within the proximity of these types of employment opportunities typically fill these jobs. As such, the Certified EIR determined that the CRA Approved Project's proposed uses would not generate substantial indirect population growth or demand for new housing. As discussed in Section IV.G, Population, Housing and Employment of the Draft Supplemental EIR, the Modified Project's 128 net new employees and 163 gross new employees would be within the planned employment growth forecasts. The Modified Project's net and gross increase in employment would be 18 fewer employees than estimated in the Certified EIR. The Certified EIR also concluded the CRA Approved Project's new employees would be within the planned employment growth forecasts. Thus, the Modified Project's employment growth impacts during operation would be within the impacts concluded in the Certified EIR for the CRA Approved Project. Additionally, similar to the CRA Approved Project, new jobs in the retail and



restaurant industries do not typically generate indirect population growth within the region as such jobs are generally filled by residents that already reside within proximity to those jobs. As such, the Modified Project would also not generate substantial indirect population growth or demand for new housing, which is consistent with the analysis in the Certified EIR for the CRA Approved Project.

Like the Modified Project, the No Automated Steel Parking Structure Alternative's employment growth impacts during operation would be within the impacts concluded in the Certified EIR for the CRA Approved Project and would also not generate substantial indirect population growth or demand for new housing, which is consistent with the analysis in the Certified EIR for the CRA Approved Project.

Consistent with the CRA Approved Project, the Modified Project would develop a mixed-use multi-family residential/commercial/office project within a densely developed urban environment. However, as the Modified Project would develop less dwelling units and less commercial square footage than the CRA Approved Project, the Modified Project would result in less housing and employment opportunities than the CRA Approved Project. Thus, the Modified Project would result in less overall growth than the CRA Approved Project. As discussed above, the Certified EIR concluded that while the CRA Approved Project may induce substantial growth with respect to infrastructure through the immediate and gradual upgrades to community facilities, the high-density, transit-oriented growth induced by the CRA Approved Project would be consistent with the objectives of both the Hollywood Community Plan and the Hollywood Redevelopment Project Area. The Modified Project would result in less overall growth than the CRA Approved Project and also be consistent with the objectives of both the Hollywood Community Plan and the Hollywood Redevelopment Project by placing high density housing and commercial land uses in a Transit Priority Area. Therefore, the Modified Project would not spur additional direct or indirect growth in Hollywood other than what is already anticipated in adopted plans, and potential impacts would be less than significant. This is consistent with the analysis in the Certified EIR for the CRA Approved Project and therefore the Modified Project would not involve new significant environmental effects or substantially increase the severity of previously identified significant effects related to growth.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would not spur additional direct or indirect growth in Hollywood other than what is already anticipated in adopted plans, and potential impacts would be less than significant. This is consistent with the analysis in the Certified EIR for the CRA Approved Project and therefore the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or substantially increase the severity of previously identified significant effects related to growth.

## **B. Significant Irreversible Environmental Changes**

Section 15126.2(c) of the CEQA Guidelines requires that an EIR should include the consideration and discussion of significant irreversible environmental changes, which would be caused by implementation of the proposed project. Section 15126.2(c) of the CEQA Guidelines provides:

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.

The Certified EIR for the CRA Approved Project did not analyze consumption of nonrenewable resources in accordance with Section 15126.2(c) of the CEQA Guidelines. However, the CRA Approved Project analyzed in the Certified EIR would have consumed limited, slowly renewable and nonrenewable resources for (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the project site. Similar to the CRA Approved Project, the Modified Project would consume limited, slowly renewable and nonrenewable resources. The limited, slowly renewable and nonrenewable resources the CRA Approved Project and Modified Project would consume would be in the form of raw land, lumber, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper, and lead), petrochemical construction materials (e.g., plastics), water, and non-renewable fuel (i.e., gas and diesel fuel to power equipment and vehicles during construction and operation).

With respect to land resources, the project site for the CRA Approved and Modified Project occupies an infill lot that was previously developed with prior residential and commercial uses. The project site is located in an urban developed area and is adequately supported by existing infrastructure including roads and public utilities. As such, the CRA Approved Project and Modified Project would not consume raw land or result in the conversion of raw land in a manner that would commit future generations to develop raw land or occupy previously inaccessible areas.

With respect to the utilization and consumption of lumber, aggregate materials, metals and petrochemical construction materials (e.g., plastics) for construction, the CRA Approved Project and Modified Project's consumption of such materials would be satisfied with the existing supply of commercial products already committed to the marketplace. In addition, for the CRA Approved Project consistent with Mitigation Measures provided in the Certified EIR, the CRA Approved Project would divert and recycle construction and demolition debris. The Modified Project would implement a construction and demolition debris recycling program for the purposes of assisting the City in achieving its 50 percent diversion goal pursuant to AB 939 and the Modified Project's additional construction activities would comply with Section 99.05.408.1 of L.A. Green Building Code, effective 2014, which requires that construction waste be reduced by at least 50 percent. Thus, for both the CRA Approved Project and the Modified Project consumption of nonrenewable building materials such as hardwood lumber, aggregate materials, metals, and plastics would be reduced.

Water, which is a slowly renewable resource, would also be consumed during construction and operation of both the CRA Approved Project and Modified Project. As discussed in Section IV.I Public Utilities of the Draft Supplemental EIR, the CRA Approved Project and Modified Project would have less than significant impacts on water supply.

With respect to the consumption and utilization of fossil fuels, the operation of construction equipment and vehicles during both construction and operation would result in the irreversible consumption of nonrenewable resources. However, as discussed in Section V.E General Impact Categories, Energy Resources of the Draft Supplemental EIR, the CRA Approved Project and the Modified Project's consumption of fuel would not be considered excessive or substantial with respect to regional fuel supplies. Furthermore, as mixed use projects in an urban setting that are in close proximity to alternative modes of transportation, both the CRA Approved Project and the Modified Project would promote an efficient use of fuel for the operational fuel demands associated with the use of vehicles.

Thus, though the CRA Approved Project and Modified Project would consume limited, slowly renewable and nonrenewable resources, the consumption would be on a relatively small scale and consistent with regional and local urban design and development goals for the area. As a result, the use of nonrenewable resources in this manner would not result in significant irreversible changes to the environment under both the CRA Approved Project and the Modified Project.

Accordingly, as compared to the CRA Approved Project, the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consumption of resources in accordance with Section 15126.2(c) of the CEQA Guidelines.

Like the Modified Project, the use of nonrenewable resources for the No Automated Steel Parking Structure Alternative would not result in significant irreversible changes to the environment and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to consumption of resources in accordance with Section 15126.2(c) of the CEQA Guidelines.

### **C. Energy Conservation**

Section 21100(b) of the CEQA Guidelines requires that an EIR include a detailed statement setting forth mitigation measures proposed to minimize a project's significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy. Appendix F of the CEQA Guidelines states that, in order to ensure that energy implications are considered in project decisions, the potential energy implications of a project shall be considered in an EIR, to the extent relevant and applicable to the project.

The Certified EIR for the CRA Approved Project did not analyze energy conservation in accordance with Appendix F. However, to provide a comparison to the Modified Project a discussion of the energy conservation of the CRA Approved Project was provided in the Draft Supplemental EIR. As mixed use development projects, both the CRA Approved Project and the Modified Project would use energy during short-term construction activities as well as long-term operational use over the life of the projects in the form of electricity, natural gas, and petroleum. Each fuel type is discussed separately below.

#### **1. Electricity Use**

Electricity demands for construction of the CRA Approved Project would be negligible and would be associated with limited lighting and electronic equipment. The electricity used would be on temporary basis supplied by LADWP and would be substantially less than that required for the CRA Approved Project's operations.

Operation of the CRA Approved Project would require electricity for multiple purposes including, but not limited to heating, ventilation, and air conditioning (HVAC), refrigeration, lighting, electronics, and commercial machinery. As discussed in Section IV.I, Public Utilities, of the Draft Supplemental EIR, the annual energy demands of the CRA Approved Project include approximately 3,420,493 kWh of electricity per year. As discussed in Section IV.I Public Utilities of the Draft Supplemental EIR, the Certified EIR for the CRA Approved Project would have complied with the 2005 Title 24 Building Energy Efficiency Standards and proposed additional energy conservation features related to electricity, including installation of energy efficient lighting, implementing a 20 percent water conservation strategy for indoor and outdoor water use, incorporating a solid waste reduction recycling program, and incorporating photovoltaic panels to meet a portion of the CRA Approved Project's energy demands. Further, as noted in the Certified EIR, one of the stated project objectives of the CRA Approved Project was to provide a high-performance and environmentally efficient mixed-use project with the intent to achieve a Gold rating through the Leadership in Energy and Environmental Design (LEED)® certification process. In addition, as discussed in the Certified EIR, the CRA Approved Project would not have an adverse impact on the electrical system and therefore would not place a significant demand on local and regional energy supplies or require a substantial amount of additional capacity.

Thus, with compliance with 2005 Title 24 Building Energy Efficiency Standards and implementation of the energy efficiency design features, the CRA Approved Project would not result in the wasteful, inefficient, or unnecessary consumption of energy; would not conflict with existing energy standards and regulations; and would not place a significant demand on local and regional energy supplies or require a substantial amount of additional capacity. Therefore, the CRA Approved Project's impacts related to energy efficiency for electricity would be less than significant.

Similar to the CRA Approved Project, electricity demands for construction of the Modified Project would be negligible and would be associated with limited lighting and electronic equipment. The electricity used would be on temporary basis supplied by LADWP and would be substantially less than that required for the Modified Project during operations.

In addition, similar to the CRA Approved Project, operation of the Modified Project would require electricity for multiple purposes including, but not limited to heating, ventilation, and air conditioning (HVAC), refrigeration, lighting, electronics, and commercial machinery. As discussed in Section IV.I, Public Utilities of the Draft Supplemental EIR, the annual energy demands of the Modified Project would include approximately 2,933,723 kWh of electricity per year. This is lower than the estimated annual energy demands for the CRA Approved Project of approximately 3,420,493 kWh electricity per year.

As discussed in Section IV, Public Utilities of the Draft Supplemental EIR, the Modified Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Code of Regulations (CCR). Title 24 standards are updated every three years and each set of successive standards improve energy efficiency from the previous set of standards. The Modified Project would implement the 2008 Title 24 Building Energy Efficiency Standards for all existing construction to remain on the project site, and any additional construction activities necessary for the Modified Project would comply with the 2013 Building Energy Efficiency Standards – Revised November 25, 2013. Additionally, the Modified Project would implement the 2010 CALGreen Code for all existing construction to remain on the project site, and any additional construction activities necessary for the Modified Project would comply with the 2013 version of the CALGreen Code (Effective January 1, 2014). The Modified Project's energy efficient features related to electricity would include energy efficient lighting, implementing a 20 percent water conservation strategy for indoor and outdoor water use, Energy Star rated appliances within the dwelling units, energy efficient boilers, heaters and air conditioning systems, and incorporating a solid waste reduction recycling program. The Modified Project also would be designed with the intent to achieve the same 2008 LEED Gold rating that was also a goal for the CRA Approved Project.

Since certification of the Certified EIR, a number of laws, regulations and policies have been enacted to promote renewable energy, which will increase the percentage of the Modified Project's electricity that comes from renewable sources. Thus, the sources that provide energy to the Modified Project will continue to be increasing supplied by renewable energy sources during the operational life of the Modified Project.

As discussed in Section IV.I, Public Utilities, of the Draft Supplemental EIR, the Modified Project's electricity demands are consistent with existing energy standards and regulations and would not place a significant demand on local and regional energy supplies or require a substantial amount of additional capacity. Thus, with compliance with Title 24 Building Energy Efficiency Standards, the CALGreen Code, implementation of the Modified Project's energy efficiency design features, and increasing supply of renewable energy sources, the Modified Project would not result in the wasteful, inefficient, or unnecessary consumption of energy; would not conflict with existing energy standards and regulations; and would not place a significant demand on local and regional energy supplies or require a substantial amount of additional capacity. Accordingly, as compared

to the CRA Approved Project, the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to energy conservation for electricity.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would not result in the wasteful, inefficient, or unnecessary consumption of energy; would not conflict with existing energy standards and regulations; and would not place a significant demand on local and regional energy supplies or require a substantial amount of additional capacity. Accordingly, as compared to the CRA Approved Project, the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to energy conservation for electricity.

## **2. Natural Gas**

Natural gas is not anticipated to be required for construction of the CRA Approved Project. Any minor amounts of natural gas that may be consumed would be temporary and would be substantially less than that required for the CRA Approved Project's operations.

Operation of the CRA Approved Project would require natural gas for various purposes including, but not limited to heating and cooling, service water heating, and kitchen appliances. As discussed in Section IV.I, Public Utilities, of the Draft Supplemental EIR, the annual natural gas demands of the CRA Approved Project include approximately 15,436,416 cubic feet of natural gas per year. The CRA Approved Project would have been required to comply with energy conservation standards pursuant to the 2005 Title 24 Building Energy Efficiency Standards. The CRA Approved Project also proposed additional energy conservation features, including installation of energy efficient lighting, implementing a 20 percent water conservation strategy for indoor and outdoor water use, incorporating a solid waste reduction recycling program, and incorporating photovoltaic panels to meet a portion of the CRA Approved Project's energy demands. In addition, as noted in the Certified EIR, one of the stated project objectives of the CRA Approved Project was to provide a high-performance and environmentally efficient mixed-use project with the intent to achieve a Gold rating through the Leadership in Energy and Environmental Design (LEED)® certification process.

In addition, as discussed in Section IV.I, Public Utilities, of the Certified EIR, the natural gas demands of the CRA Approved Project would be accommodated in accordance with all standards and regulations for the conveyance of natural gas and would be within the available regional supplies. Thus, with compliance with 2005 Title 24 Building Energy Efficiency Standards and implementation of the energy efficiency design features, the CRA Approved Project would not result in the wasteful, inefficient, or unnecessary consumption of energy; would not conflict with existing energy standards and regulations; and would not place a significant demand on local and regional energy supplies or require a substantial amount of additional capacity. Therefore, the CRA Approved Project's impacts related to energy efficiency for natural gas would be less than significant.

Similar to the CRA Approved Project, natural gas is not anticipated to be required for construction of the Modified Project. Any minor amounts of natural gas that may be consumed would be temporary and would be substantially less than that required for the Modified Project's operations.

Similar to the CRA Approved Project, operation of the Modified Project would require natural gas for various purposes including, but not limited to heating and cooling, service water heating, and kitchen appliances. As discussed in Section IV.I, Public Utilities of the Draft Supplemental EIR, the annual energy demand of the Modified Project would include 14,611,368 cubic feet of natural gas per year. This is lower than the estimated annual natural gas demands for the CRA Approved Project of approximately 15,436,416 cubic feet of natural gas per year.

Similar to the CRA Approved Project, the Modified Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Code of Regulations. The Modified Project would implement the 2008 Title 24 Building Energy Efficiency Standards for all existing construction to remain on the project site, and any additional construction activities necessary for the Modified Project would comply with the 2013 Building Energy Efficiency Standards – Revised November 25, 2013. Additionally, the Modified Project would implement the 2010 CALGreen Code for all existing construction to remain on the project site, and any additional construction activities necessary for the Modified Project would comply with the 2013 version of the CALGreen Code (Effective January 1, 2014). The Modified Project also would be designed with the intent to achieve the same 2008 LEED Gold rating that was also a goal for the CRA Approved Project. As it pertains to natural gas consumption, the Modified Project's energy efficient features include implementing a 20 percent water conservation strategy for indoor and outdoor water use, providing Energy Star rated appliances within the dwelling units, and installing energy efficient boilers and heaters. The reduction in water use and the incorporation of energy efficient appliances, boilers, and heaters would further serve to reduce the Modified Project's demand for natural gas resources.

As discussed in Section IV.I, Public Utilities, of the Draft Supplemental EIR, the natural gas demands of the Modified Project would be accommodated in accordance with all standards and regulations for the conveyance of natural gas and would be within the regional supplies. Thus, with compliance with Title 24 Building Energy Efficiency Standards, the CALGreen Code, and implementation of the Modified Project's energy efficiency design features, the Modified Project would not result in the wasteful, inefficient, or unnecessary consumption of energy; would not conflict with existing energy standards and regulations; and would not place a significant demand on local and regional energy supplies or require a substantial amount of additional capacity. Accordingly, as compared to the CRA Approved Project, the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to energy conservation for natural gas.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would not result in the wasteful, inefficient, or unnecessary consumption of energy; would not conflict with existing energy standards and regulations; and would not place a significant demand on local and regional energy supplies or require a substantial amount of additional capacity. Accordingly, as compared to the CRA Approved Project, the No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to energy conservation for natural gas.

### **3. Petroleum Based Fuel (Diesel and Gasoline)**

#### **a. Construction**

While the Certified EIR for the CRA Approved Project did not analyze energy efficiency or the consumption of petroleum based fuels in accordance with Appendix F of the CEQA Guidelines, Section IV.I, Public Utilities, of the Certified EIR estimated that the CRA Approved Project would consume approximately 269,491 gallons of fuel during construction, including 213,197 gallons of diesel fuel associated with hauling and on-site heavy equipment and 56,294 gallons of gasoline associated with construction worker vehicles commuting to and from the construction site. The Certified EIR determined that, due to the relatively short duration of the construction process, and the fact that the extent of fuel consumption is inherent to construction projects of the size and nature of the CRA Approved Project, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies.

Based on carbon dioxide emission factors for transportation fuels published by the U.S. Energy Information Administration, the amount of diesel and petroleum-based gasoline (E10) consumed

can be estimated based on CO<sub>2</sub> emissions. The CRA Approved Project's estimated CO<sub>2</sub>e emissions are presented in Section IV.D, Greenhouse Gas Emissions of the Draft Supplemental EIR, it is estimated that the construction of the CRA Approved Project would consume approximately 202,012 gallons of fuel, including approximately 61,805 gallons of diesel fuel and 140,206 gallons of gasoline. While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. Further, the petroleum consumed related to construction of the CRA Approved Project would be typical of construction projects of similar types and sizes and would not necessitate new petroleum resources beyond what are typically consumed in California. In addition, construction of the CRA Approved Project would equate to approximately 0.00054 percent of the total amount of petroleum that would be used statewide during the course of the CRA Approved Project construction.

Furthermore, the CRA Approved Project's construction activities would be subject to existing laws and regulations in place to reduce the consumption of energy resources, such as those presented in Section IV.B Air Quality of the Draft Supplemental EIR. The CRA Approved Project's compliance with these regulations would reduce the number of trips and fuel required to transport construction debris and in turn reduce the wasteful, inefficient, and unnecessary consumption of energy. Further, due to the fact that the CRA Approved Project would be built on an urban infill site in a Transit Priority Area, construction worker trip and haul truck trip distances are anticipated to be reduced as compared to sites that are not located in urban centers. In this regard, petroleum consumption due to construction worker trips and hauling and vendor trips would be expected to be reduced as compared to construction activities on sites that are not located within infill development areas.

Therefore, the estimated annual fuel demands for the CRA Approved Project would be consistent with the energy conservation goals identified in Appendix F of the CEQA Guidelines and would not result in the wasteful, inefficient, or unnecessary consumption of energy; would not conflict with existing energy standards and regulations; and would not place a significant demand on local and regional energy supplies or require a substantial amount of additional capacity. Therefore, the CRA Approved Project's impacts related to energy efficiency for petroleum during construction would be less than significant.

Using the same fuel consumption factors, and the CO<sub>2</sub> emissions estimates for the Modified Project's construction activities provided in Section IV.D, Greenhouse Gas Emissions of the Draft Supplemental EIR, construction of the Modified Project would consume approximately 186,492 gallons of fuel including approximately 62,645 gallons of diesel fuel and 123,847 gallons of gasoline. A total of approximately 202,012 gallons of fuel would be consumed by the construction of the CRA Approved Project and approximately 186,492 gallons of fuel would be consumed during construction of the Modified Project. As a result, the fuel that would be consumed during the Modified Project's construction would be 15,520 gallons less than the fuel that would be consumed during the construction of the CRA Approved Project. The overall reduction between the Modified Project and the CRA Approved Project is primarily attributed to a prior delayed construction timeline and the resulting improved fuel efficiency factors in construction equipment that occurred during that period of delay.

While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. Further, the petroleum consumed related to construction of the Modified Project would be typical of construction projects of similar types and sizes and would not necessitate new petroleum resources beyond what are typically consumed in California. In addition, construction of the Modified Project would equate to approximately 0.00042 percent of the total amount of petroleum that would be used statewide during the course of the Modified Project construction.

Furthermore, the Modified Project's construction activities would be subject to existing laws and regulations in place to reduce the consumption of energy resources, such as those presented in Section IV.B Air Quality of the Draft Supplemental EIR. The Modified Project's compliance with these regulations would reduce the number of trips and fuel required to transport construction debris and in turn reduce the wasteful, inefficient, and unnecessary consumption of energy. Further, similar to the CRA Approved Project, the Modified Project would be built on an urban infill site in a Transit Priority Area, and construction worker trip and haul truck trip distances would be reduced as compared to sites that are not located in urban centers. In this regard, petroleum consumption due to construction worker trips and hauling and vendor trips would be expected to be reduced as compared to construction activities on sites that are not located within infill development areas.

As such, the Modified Project's construction would not substantially increase the petroleum use as compared to the CRA Approved Project. Therefore, the estimated annual fuel demands for the Modified Project would be consistent with the energy conservation goals identified in Appendix F of the CEQA Guidelines and would not result in the wasteful, inefficient, or unnecessary consumption of energy; would not conflict with existing energy standards and regulations; and would not place a significant demand on local and regional energy supplies or require a substantial amount of additional capacity. Therefore, the Modified Project's impacts related to energy efficiency for petroleum during construction would be less than significant. Accordingly, as compared to the CRA Approved Project, the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to energy conservation for petroleum during construction.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would not result in the wasteful, inefficient, or unnecessary consumption of energy; would not conflict with existing energy standards and regulations; and would not place a significant demand on local and regional energy supplies or require a substantial amount of additional capacity. Therefore, the No Automated Steel Parking Structure Alternative's impacts related to energy efficiency for petroleum during construction would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to energy conservation for petroleum during construction.

#### **b. Operation**

During operation, the majority of fuel consumption resulting from the CRA Approved Project would involve the use of motor vehicles traveling to and from the project site. As explained in detail in Section V.E. Energy Conservation of the Draft Supplemental EIR, the CRA Approved Project's demand for petroleum-based fuels would be approximately 350,627 gallons per year. In comparison to regional supplies, the CRA Approved Project's operations would equate to approximately 0.00188 percent of the total amount of petroleum that would be used statewide annual during operations of the CRA Approved Project.

With respect to reducing the demands upon fossil fuels generated from vehicle trips, as discussed in detail in Section V.E. Energy Conservation of the Draft Supplemental EIR, the CRA Approved Project proposed to integrate the sustainable design features including: proximity to mass transit; in-fill smart growth, and providing a mix of land uses that would result in an overall reduction in vehicle trips and vehicle miles traveled.

In summary, although the CRA Approved Project would see an increase in petroleum use during operation, vehicles would use less petroleum due to advances in fuel economy over time. Additionally, the CRA Approved would include a variety of features that are expected to reduce the number of vehicles traveling to and from the site during operation. As such, while the CRA Approved Project would generate more vehicle trips when compared to 2006 conditions, it would



increase density in an urban infill project located within a major population center that is in close proximity to public transportation systems. When compared with new development projects sited on previously undeveloped land and away from population centers, infill projects are generally expected to involve fewer vehicles miles traveled during operation. Given these considerations, the petroleum consumption associated with operation of the CRA Approved Project would be consistent with the energy conservation goals identified in Appendix F of the CEQA Guidelines and would not result in the wasteful, inefficient, or unnecessary consumption of energy; would not conflict with existing energy standards and regulations; and would not place a significant demand on local and regional energy supplies or require a substantial amount of additional capacity. Therefore, the CRA Approved Project's impacts related to energy efficiency for petroleum during operations would be less than significant.

Similar to the CRA Approved Project, the majority of fuel consumption resulting from the operation of the Modified Project would involve the use of motor vehicles traveling to and from the project site. As explained in detail in Section V.E. Energy Conservation of the Draft Supplemental EIR, the Modified Project's demand for petroleum-based fuels would be approximately 317,497 gallons per year. In comparison to regional supplies, the Modified Project's operations would equate to approximately 0.0017 percent of the total amount of petroleum that would be used statewide annual during operations of the Modified Project.

Similar to the CRA Approved Project, the Modified Project would implement sustainable design features to reduce petroleum demands, which are discussed in detail in Section V.E. Energy Conservation of the Draft Supplemental EIR.

In summary, similar to the CRA Approved Project, the Modified Project would see an increase in petroleum use during operation. However, over the operational life of the Modified Project vehicles would use less petroleum due to advances in fuel economy over time. Additionally, the Modified Project would include a variety of features that are expected to reduce the number of vehicles traveling to and from the site during operation. As such, while the Modified Project would generate slightly more vehicle trips when compared to the CRA Approved Project it includes numerous additional measures that were not a part of the CRA Approved Project to promote the use of non-vehicular transportation to the site in a transit rich corridor with a pedestrian-friendly frontage. These include a required TDM program, substantial bicycle parking and additional electric vehicle ready parking spaces in the Modified Project's garage. Furthermore, when viewed on a regional scale, the Modified Project is an urban infill project located within a major population center that serves an existing demand for market rate and affordable housing products. When compared with new development projects sited on previously undeveloped land and away from population centers, infill projects are generally expected to involve fewer vehicles miles traveled during operation. Given these considerations, the petroleum consumption associated with the Modified Project would not be considered inefficient or wasteful, and impacts would be less than significant.

Therefore, the estimated annual fuel demands for Modified Project would be consistent with the energy conservation goals identified in Appendix F of the CEQA Guidelines and would not result in the wasteful, inefficient, or unnecessary consumption of energy; would not conflict with existing energy standards and regulations; and would not place a significant demand on local and regional energy supplies or require a substantial amount of additional capacity. Therefore, the Modified Project's impacts related to energy efficiency for petroleum during operations would be less than significant. Accordingly, as compared to the CRA Approved Project, the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to energy conservation for petroleum during operations.

Like the Modified Project, the No Automated Steel Parking Structure Alternative would not result in the wasteful, inefficient, or unnecessary consumption of energy; would not conflict with existing

energy standards and regulations; and would not place a significant demand on local and regional energy supplies or require a substantial amount of additional capacity. Therefore, the No Automated Steel Parking Structure Alternative's impacts related to energy efficiency for petroleum during operations would be less than significant and would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to energy conservation for petroleum during operations.

### **XIII. Other CEQA Considerations**

1. The City, acting through the Planning Department, is the "Lead Agency" for the project evaluated in the Supplemental EIR. The City finds that the Supplemental EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the Supplemental EIR for the proposed project, that the Draft Supplemental EIR which was circulated for public review reflected its independent judgment and that the Final Supplemental EIR reflects the independent judgment of the City.
2. The Supplemental EIR evaluated or imposed mitigation measures for the following potential proposed project and cumulative environmental impacts: Aesthetics (Views, Light and Glare, and Shade/Shadow); Air Quality; Geology and Soils; Greenhouse Gas Emissions; Cultural Resources; Noise; Population, Housing, and Employment; Land Use Planning; Public Utilities (Water, Wastewater, Energy, Solid Waste); Public Services (Police Services, Fire Protection, Recreation and Parks, Schools); Traffic/Transportation; Parking; and Hazardous Materials/Risk of Upset. Additionally, the Supplemental EIR considered, in separate sections, Growth Inducing Impacts, Significant Irreversible Environmental Changes, and Energy Conservation. The significant environmental impacts of the proposed project and the alternatives were identified in the Supplemental EIR.
3. The City finds that the Supplemental EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the proposed project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft Supplemental EIR. The Final Supplemental EIR was prepared after the review period and responds to comments made during the public review period.
4. The Planning Department evaluated comments on environmental issues received from persons who reviewed the Draft Supplemental EIR. In accordance with CEQA, the Planning Department prepared written responses describing the disposition of significant environmental issues raised. The Final Supplemental EIR provides adequate, good faith and reasoned responses to the comments. The Planning Department 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 Supplemental 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 Supplemental EIR.
5. The Final Supplemental EIR documents changes to the Draft Supplemental EIR and accordingly provides additional information that was not included in the Draft Supplemental EIR. Having reviewed the information contained in the Draft Supplemental EIR, the Final Supplemental EIR, and 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 impact, substantial increase in the severity

of a previously disclosed impact, significant information in the record of proceedings or other criteria under CEQA that will require recirculation of the Draft Supplemental EIR, or that will require preparation of another supplemental or subsequent EIR. Specifically, the City finds that:

- The Responses to Comments contained in the Final Supplemental EIR fully considered and responded to comments claiming that the proposed project will have significant impacts or more severe impacts not disclosed in the Draft Supplemental EIR and include substantial evidence that none of these comments provided substantial evidence that the proposed project will result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft Supplemental EIR.
  - The City has thoroughly reviewed the public comments received regarding the proposed project and the Final Supplemental EIR as they relate to the proposed project to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that will require recirculation of the Supplemental EIR prior to its adoption, and has determined that recirculation of the Supplemental EIR is not required.
  - None of the information submitted after publication of the Final Supplemental EIR, including testimony at the public hearings on the proposed project, constitutes significant new information or otherwise requires preparation of another 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 Supplemental EIR, or a feasible mitigation measure or alternative not included in the Final Supplemental EIR.
6. The project design features and mitigation measures identified for the proposed project were included in the Draft Supplemental EIR and Final Supplemental EIR. The final project design features and mitigation measures for the proposed project are described in the Mitigation Monitoring Program ("MMP"). Each of the project design features and mitigation measures identified in the MMP is incorporated into the proposed project. The City finds that the impacts of the project have been mitigated to the extent feasible by the project design features and mitigation measures identified in the MMP.
  7. The responses to the comments on the Draft Supplemental EIR, which are contained in the Final Supplemental EIR, clarify and amplify the analysis in the Draft Supplemental EIR.
  8. CEQA requires the Lead Agency approving a project to adopt a MMP for 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 Supplemental EIR as certified by the City and included in the MMP as adopted by the City serves that function. The MMP includes all of the mitigation 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 CEQA §21081.6, the City hereby adopts the MMP.
  9. In accordance with the requirements of CEQA §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 decision is based is the Planning Department.
11. The City finds and declares that substantial evidence for each and every finding made herein is contained in the Certified EIR and Supplemental EIR, which are incorporated herein by this reference, or is in the record of proceedings in the matter. The City finds and declares based on such evidence that the proposed project analyzed in the Supplemental EIR would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects of the CRA Approved Project analyzed in the Certified EIR.
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 Supplemental EIR as comprising the proposed project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as “responsible agencies” under CEQA). Because the City is the Lead Agency for the project, the EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the project.
13. The Supplemental EIR is a Project EIR for purposes of environmental analysis of the proposed project. A Project EIR examines the environmental effects of a specific project. The Supplemental EIR serves as the primary environmental compliance document for entitlement decisions regarding the proposed project by the City of Los Angeles and the other regulatory jurisdictions.

#### **XIV. Statement of Overriding Considerations**

As explained in Section II, Project Description of the Draft Supplemental EIR, on October 18, 2007, the CRA adopted Resolution No. 7094 that certified that the Final EIR (Certified EIR) was completed in compliance with CEQA and the CEQA Guidelines, that the information contained in the Final EIR and the Erratum to the Final EIR had been reviewed and considered by the Commissioners of the CRA prior to considering the proposed project, and that the Final EIR and the Erratum to the Final EIR reflected the independent judgment and analysis of the CRA. On December 14, 2007, the CRA subsequently adopted Resolution No. 7095 approving CEQA findings for the approval of the project, a statement of overriding considerations, and a mitigation monitoring and reporting program.

In September 2008, the City of Los Angeles approved the land use entitlements for the Sunset and Gordon Mixed-Use Project and as part of the approvals, the Los Angeles City Council considered the information contained in the Certified EIR and adopted findings and adopted the following Statement of Overriding Considerations in accordance with CEQA Section 21081:

“The proposed Sunset and Gordon Mixed-Use Project will result in significant unavoidable impacts, for which alternatives and mitigation measures to reduce the impacts to insignificant levels are not available or feasible for the reasons described in the Final EIR and CEQA findings, in the following environmental impact or issue area(s): shade and shadow, construction related noise and vibration, and ambient noise exposure above land use/noise compatibility standards for multi-family residential uses. Despite these significant impacts which have not been mitigated to below a level of significance, the Planning Commission has balanced the benefits of the Project against the unavoidable significant environmental effects as described in the CEQA Documents and makes the following Statement of Overriding Consideration that the Project will result in the following substantial community benefits, including economic, legal, social,

technological, or other benefits, that outweigh and render acceptable the significant effects on the environment that cannot be mitigated to a level less than significant. Specifically such benefits include but are not limited to the following:

- Promotes housing choices by providing workforce housing options
- Preserves and increases employment with the creation of new commercial and creative office targeted at the entertainment community
- Promotes a balanced community by providing a mix of land uses including commercial residential, and open space
- Provides a public park of approximately 21,500 square-feet
- Promotes rehabilitation and restoration by preserving key elements of the Peerless Auto Showroom/Old Spaghetti Factory, a vintage 1924 building
- Improves the quality of the environment by constructing to a Leadership on Environment and Energy Design ("LEED") Gold Standard
- Provides temporary construction-related employment opportunities using all union labor with a local area hiring program in place."

As discussed in Section I, Introduction/Executive Summary, of the Draft Supplemental EIR, the purpose of the Supplemental EIR is to inform decision-makers and the general public of the potential environmental impacts resulting from the proposed development of the Modified Project and to determine whether implementation of the Modified Project would result in any new significant environmental impacts that were not identified in the Certified EIR for the CRA Approved Project, or whether the previously identified significant impacts would be substantially more severe under the Modified Project.

As discussed in Section XI of the Findings (Alternatives to the Project), following the assessment of the alternatives, it is recommended that the No Automated Steel Parking Structure Alternative be adopted in lieu of the Modified Project. The No Automated Steel Parking Structure Alternative would not impede the attainment of any of the Modified Project objectives and would slightly reduce the intensity of the significant noise impact, however impacts associated with construction noise and vibration would remain significant and unavoidable. The No Automated Steel Parking Structure Alternative would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects of the CRA Approved Project. In addition, some of the significant impacts that were previously identified in the Certified EIR for the CRA Approved Project are no longer considered significant impacts of the No Automated Steel Parking Structure Alternative.

- For the Aesthetics (Shade/Shadow) significant impact, the Certified EIR concluded the CRA Approved Project would result in significant and unavoidable shade and shadow impacts upon nearby residential properties during the winter months. However, because the No Automated Steel Parking Structure Alternative is a mixed-use residential project located on an infill site within a Transit Priority Area as defined by CEQA, the aesthetic impacts are not considered significant impacts on the environment pursuant to SB 743. Therefore, the No Automated Steel Parking Structure Alternative would result in less than significant shade and shadow impacts upon nearby residential properties during the winter months.

- For the Land Use/Noise (Operational Land Use Compatibility Standards), the Certified EIR concluded the CRA Approved Project's operational noise impacts would be significant and unavoidable, as the CRA Approved Project would expose future residents of the project to exterior ambient noise levels that are in the "normally unacceptable" and "clearly unacceptable" CNEL exposure range. Consistent with recent CEQA case law, impacts arising from exposure of future occupants of a project to existing environmental conditions is not a significant impact upon the environment. Instead, impacts arising from exposure of future residents to existing environmental conditions should be evaluated in the context of whether the project would exacerbate existing environmental conditions that, in turn, would result in a significant impact upon the environment. The No Automated Steel Parking Structure Alternative would not exacerbate existing environmental conditions because future roadway noise levels with the No Automated Steel Parking Structure Alternative would not exceed the significance threshold and the Noise/Land Use compatibility classifications would remain the same with or without the development of the No Automated Steel Parking Structure Alternative. As such, the operational noise impacts associated with exposure of future residents to ambient noise levels that are in the "normally unacceptable" CNEL exposure range would be less than significant.
- For the CRA Approved Project's significant and unavoidable cumulative operational roadway noise impact, the No Automated Steel Parking Structure Alternative's future year with project traffic volumes on local street segments would result in less than significant cumulative operational roadway noise impacts. Thus, the CRA Approved Project's significant and unavoidable cumulative operational roadway noise impact would be reduced to less than significant levels under the No Automated Steel Parking Structure Alternative.

While the Noise and Vibration (Construction) significant impact identified in the Certified EIR would remain for the No Automated Steel Parking Structure Alternative, the No Automated Steel Parking Structure Alternative would not involve a substantial increase in the severity of the previously identified significant impacts to noise or vibration during construction. Nevertheless, because the Final Supplemental EIR has identified unavoidable significant impacts that will result from implementation of the No Automated Steel Parking Structure Alternative. CEQA Section 21081 and Section 15093(b) of the CEQA Guidelines 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 completed EIR and/or other information in the record. CEQA Guidelines require, pursuant to CEQA Guidelines Section 15093(b), that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the EIR which cannot be substantially mitigated to an insignificant level or be eliminated. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the Supplemental EIR, including the reference library 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 No Automated Steel Parking Structure Alternative, as identified in the Supplemental EIR: Noise and Vibration (Construction) as discussed in Section IV.F, Noise and IV.H, Land Use and Planning.

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts will result from implementation of the No Automated Steel Parking Structure Alternative. Having (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the proposed No Automated Steel Parking Structure

Alternative, as discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the No Automated Steel Parking Structure Alternative against the No Automated Steel Parking Structure Alternative'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 project would provide 299 residential apartment units to meet the demand for mid- to high-rise residential living based on the current and projected housing demand in the City of Los Angeles and the region supporting Mayor Garcetti's Housing Initiative to build 100,000 housing units by 2021.
- The project promotes affordable housing by including 5 percent of the total number of housing units, 15 residential apartment units, at the "Very Low" income level.
- The project promotes a balanced community and contributes to the revitalization of the Hollywood Community Plan by providing an example of "smart-growth" infill development consisting of a mix of land uses which are consistent with the surrounding Sunset Boulevard including 299 residential apartment units, neighborhood-serving uses including approximately 3,700 square feet of ground floor restaurant space and approximately 3,970 square feet of ground floor community serving retail space, approximately 38,440 square feet of office space, and approximately 18,962 square-feet of park uses.
- The project preserves and increase employment with the creation of approximately 38,440 square feet of new commercial and creative office space targeted at the entertainment community in the Hollywood area of the City of Los Angeles.
- The project improves the quality of the environment by being designed with the intent to achieve the 2008 Leadership on Environment and Energy Design ("LEED") Gold Standard.
- The project provides temporary construction-related employment opportunities using all union labor with approximately 100 short-term construction jobs associated with the additional construction activities.
- The project provides a publicly accessible approximately 18,962 square-foot park in a manner that will provide a safe, attractive and well maintained open space environment.
- The project supports traffic reduction transportation policies by providing high-density multi-family housing and jobs and developing a robust Transportation Demand Management program which among other features would include transit pass discounts for residents and employees, car sharing services, carpooling incentives, and unbundled parking in a designated Transit Priority Area.
- The project encourages the use of alternative modes of transit including bus, Metro Red Line Rail, walking, and bicycles by enhancing pedestrian connections by improving the signalized intersections at Sunset Boulevard and Gower Street and Sunset Boulevard and Bronson Avenue with Continental Crosswalks and improving the bus stop on the north side of Sunset Boulevard, east of Gordon Street.

## PUBLIC HEARING AND COMMUNICATIONS

A joint public hearing conducted by the Hearing Officer and the Deputy Advisory Agency on this matter, in conjunction with Case No. VTT-74172, was held in Room 1020, City Hall on Wednesday, June 20, 2018 at 9:30 AM. In attendance were the project applicant and Representative, and several stakeholders and members of the general public.

### Summary of Public Hearing and Communications

1. Present: 13 people signed in at the hearing.
2. Public Speakers: 18 people spoke at the hearing, not inclusive of the applicant team; eight (8) people spoke in support of the project, including a representative of Council District 13; eight (8) people spoke in opposition to the project; and two (2) people provided general comments.
3. The Applicant's Representative described the project design and entitlement requests.
4. Public Hearing Testimony

#### *Speaker Comments Supporting the Project*

- Commends promoting pedestrian-oriented design over auto-oriented design
- Smart-growth project, urban housing in proximity to transit / rideshare
- There is a need for housing, and of all types
- Appreciate the 15 Low Income units
- This project will bring more development to the area
- The project will activate and enhance site by providing a place where people can live/work/play while cleaning up the area
- Warner Center also required a TDM and was successful in reducing the number of single-driver cars
- Supports efforts to re-entitle project

#### *Speaker Comments In Opposition to the Project*

- Concerns about project and public process, as FEIR submitted significant revisions to the transportation analysis; traffic impacts not identified, excludes residential traffic from neighborhood trips and understates traffic impacts. In light of new information, the Final Supplemental EIR should be recirculated for review
- The original project was approved in 2008 when Hollywood needed to be revitalized, but gentrification happened already and revitalization is no longer needed
- Growth can be good but at a rapid rate increase costs
- The existing building was illegally being used as a hotel; decision-maker should require a covenant to prohibit hotel and/or transient uses
- High vacancy rates should trigger downzoning
- Inclusionary housing should be required
- 5% is not enough affordable housing to exchange for less open space
- City needs to prioritize housing that Angelenos can afford (not market rate)
- Developer bulldozed OSF illegally
- Need to consider impacts of gentrification/displacement



- Mismatch of proposed to need for more affordable units and less market rate, and between high end and blue collar neighborhood
- Parking can rarely be found; more people means more cars
- Project fails to analyze decline of transit, ridership is plummeting. Data proves middle/upper class who can afford cars do not take public transportation
- Object to Gordon being identified as a Local Street – it is very busy
- There is too much construction in this area
- Subterranean termites from adjacent construction sites

#### *General Comments*

- The Hollywood Studio District Neighborhood Council (HSDNC) Planning and Land Use Committee has no position at this time, as this project will be reviewed at the HSDNC subsequent to the hearing.

#### 5. Response to Public Testimony:

##### *Applicant Rebuttal*

- DOT policy regarding neighborhood traffic impacts is to only look at commercial not residential traffic impacts; therefore, the project would not result in a significant impact under DOT standards
- Recirculation of the Supplemental EIR would only be required if significant new information resulted in a new impact. Provided that all the impact levels remained the same, with mitigation, recirculation was not required
- The site is currently vacant so there is no displacement
- Density Bonus Incentives are identified in the LAMC
- Proposed number of affordable housing units is greater than what the original project proposed (0%)
- Staff recommends the No Automated Parking Structure alternative, so no excavation would be required in association with reopening the project

##### *Deputy Advisory Agency*

- Issues re: affordable housing will be considered by the City Planning Commission
- Gentrification is a citywide issue
- Advisory Agency only reviewing compliance with General Plan, Zoning, Ordinance

#### 6. Written Testimony

Staff received five (5) comment letters (outside of the comment letters which were responded to as part of the Supplemental EIR) from two (2) people in support of the project as proposed; two (2) people in support of the project with conditions; and one (1) person in opposition to the project. The following is a summary of the main arguments received.

##### Matt Dixon

- Los Angeles is in the grips of a severe housing crisis, and this building has sat empty for three years when it could have been providing a place for people to live.
- The project will provide 15 units of dedicated affordable housing, a significant improvement over the previous project.

- The project is well served by transit, being just over half a mile from the Hollywood/Vine stop on the Metro Red Line, and directly served by Metro Bus Route 2/302.

#### Hollywood Network Coalition

In support of project subject to the following conditions:

- Increase and covenant additional affordable housing units, with a minimum of 15 very low income and 45 additional affordable units at different income levels.
- Prohibit all short-term rentals.
- Maintain original project's level of retail (no reduction in retail space).
- Maintain original parking plan with the commensurate adjustments allowing for the increased number of parking spaces.
- There was no desire to make changes to the build out as constructed.
- Provide a recreation room space for tenants that would be available for community groups.

#### Brandon Helfer

- City in desperate need of housing and companies willing to clear up the area.

#### Mitchell Tsai

- The Supplement EIR fails to comply with CEQA because:
  - It fails to analyze or disclose significant impacts on traffic;
  - It fails to adequately analyze the project's impacts on housing and population;
  - It does not adequately describe the project, adopts unduly narrow project objectives;
  - It does not analyze the environmental impacts of the clear space reduction ordinance;
  - It is impermissibly vague and defers critical details of mitigation measures; and
  - Requires an entirely new EIR or Subsequent EIR.
- The City fails to comply with the City's General Plan, Hollywood Plan and its own Municipal Code because:
  - The project's proposed General Plan Amendment, Height and Zone Changes and Vesting Tentative Tract Map fail to comply with the Hollywood Community Plan;
  - The General Plan Amendment by effectively spotzoning the project site and granting special entitlements violates the City Charter;
  - The Tentative Tract Map fails to comply with the Subdivision Map Act; and
  - Approval of a Conditional Use Permit to allow the sale of alcoholic beverages for on-site consumption at the project violates LAMC 12.24 W.1.

#### Ed Hunt

- Should require at least 20% affordable housing; 5% seems insignificant
- Agree with parking benefits, in exchange for 20% affordable housing

EXHIBIT A

ARCHITECTURAL PLANS  
CPC-2015-1922-GPA-VZC-HD-CUB-DB-SPR

GBD

GBD Architects, Incorporated  
1120 NW Couch St.  
Ste. 300  
Portland, OR 97209  
Tel: (503) 224-8656  
gbdarchitects.com  
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SUNSET + GORDON ENTITLEMENT SET  
25 JULY 2018

5929 SUNSET BOULEVARD  
HOLLYWOOD, CALIFORNIA

| DRAWING INDEX |  |
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| A002          | CUB PLAN                               |
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| G015          | OPEN SPACE ANALYSIS                    |
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| L306          | LEVEL 04 & 05 SHRUB PLANTING PLAN      |

| PROJECT TEAM  |  |   |   |  |  |
|---|--|---|---|--|--|
| OWNER   | ARCHITECT  | STRUCTURAL ENGINEER   | CIVIL ENGINEER  | GEOTECHNICAL ENGINEER  |  |
| 5929 SUNSET (HOLLYWOOD), LLC<br>4700 Wilshire Boulevard<br>Los Angeles, CA 90010<br>Phone: 323/860-4900<br>Fax: 323/860-4901<br>Contact: Oliver Baker / Sophie Nitkin | G&D ARCHITECTS, Incorporated<br>1120 NW Couch Street, Suite 300<br>Portland, Oregon 97209<br>Phone: 503/224-9656<br>Fax: 503/299-6273<br>Contact: Kevin Johnson / Matthew Bray | KPFF Consulting Engineers<br>111 SW Fifth Avenue, Suite 2500<br>Portland, Oregon 97204<br>Phone: 503/227-3251<br>Fax: 503/227-7980<br>Contact: Nick Saari / Blake Patsy | KPFF Consulting Engineers<br>6080 Center Drive, Suite 750<br>Los Angeles, California 90045<br>Phone: 310/665-1536<br>Fax: 310/665-9075<br>Contact: Tricia Johns | GEODESIGN, Incorporated<br>15575 SW Sequoia Parkway, Suite 100<br>Portland, Oregon 97224<br>Phone: 503/968-8787<br>Fax: 503/968-3068<br>Contact: Chris Zadoorian |  |
| LANDSCAPE ARCHITECT   | MECH/PLUMBING ENGINEER   | ELECTRICAL ENGINEER   | FIRE PROTECTION   | LEED CONSULTANT  |  |
| CONCEPTUAL DESIGN & PLANNING CO<br>3195-C Airport Loop Road, Studio One<br>Costa Mesa, CA 92626<br>Phone: 949/399-0870<br>Fax:  | DONALD F. DICKERSON Associates<br>18425 Burbank Blvd, Suite 404<br>Tarzana, CA 91356<br>Phone: 818/385-3500<br>Fax:  | ROSENDIN ELECTRIC<br>5572 Fresca Drive<br>La Palma, CA 90623<br>Phone: 714/521-8113<br>Fax:   | XL FIRE PROTECTION<br>3022 N. Hesperian Way<br>Santa Ana, CA 92626<br>Phone: 213/412-1400<br>Fax:   | ALLIANCE ENERGY PARTNERS<br>1000 Wilshire Blvd, Suite 260<br>Los Angeles, CA 90012<br>Phone: 818/921-4757<br>Fax:  |  |

SUNSET  
5929 SUNSET (HOLLYWOOD), LLC  
4700 WILSHIRE BOULEVARD  
LOS ANGELES, CALIFORNIA 90010

PROJECT DEVELOPER  
5929 SUNSET (HOLLYWOOD), LLC

Revisions:

COVER SHEET

File nameC\VRSH\T\_vol1  
Project # 20065010

VOL.1

Date: 25 JULY 2018

GBDARCHITECTSIncorporated



**APPLICANT:**

### LEGAL DESCRIPTION

LOTS 12, 13, 14, 15 AND 16 OF BAGNOLI TRACT NO. 2, IN THE CITY OF LOS ANGELES  
THE WEST 50 FEET OF LOT 6, OF PAUL AND ANGEL REYE'S SUBDIVISION OF THENCE EAST  
5 ACRES OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE  
NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 1 SOUTH, RANGE 14 WEST, SAN  
BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, STATE OF CALIFORNIA

**LOT AREA & BUILDABLE AREA:** (REFER TO ZONING CHART BELOW)

OPEN SPACE PROVIDED

\*THE TOTAL OPEN SPACE REQUIRED AFTER THE 20% REDUCTION ALLOWED AS AN ON-MENU DENSITY BONUS INCENTIVE IS 35,060 SF. THEREFORE, THE MINIMUM AMOUNT OF COMMON OPEN SPACE, AT 50% OF OPEN SPACE REQUIRED, IS 17,530 SF AND THE MAXIMUM OPEN SPACE THAT CAN BE PROVIDED FOR WITH RECREATION ROOMS, AT 25% OF OPEN SPACE REQUIRED, IS 8,756 SF.

BUILDING HEIGHT ALLOWED: NA  
BUILDING HEIGHT PROVIDED: 250 FEET

## YARD SETBACKS

| DESCRIPTION   | YARD SETBACKS<br>REQUIRED   | YARD SETBACKS<br>PROPOSED                                   |
|---|---|---|
| <b>FRONT YARD</b><br>Sunset Boulevard                       | <b>Commercial &amp; Residential:</b> 0 feet   | <b>Commercial – 0</b><br><b>Residential – 0</b>             |
| <b>SIDE YARD</b><br>Gordon Street<br>Westerly property line | <b>Commercial:</b> 0 feet<br><b>Residential:</b> 0 feet<br><i>For Side Yards Adjacent to a Street as<br/>per LAMC 12.22 A.18.(c)(3)</i> | <b>Commercial:</b> 0 feet<br><b>Residential:</b> 0 feet     |
| <b>SIDE YARD</b><br>Easterly property line                  | <b>Commercial:</b> 0 feet<br><b>Residential:</b> 16 feet  | <b>Commercial:</b> 0 feet<br><b>Residential:</b> 20 feet    |
| <b>REAR YARD</b><br>Southerly property line                 | <b>Commercial:</b> 0 feet<br><b>Residential:</b> 20 feet  | <b>Commercial:</b> 150 feet<br><b>Residential:</b> 150 feet |

## PARKING

**RESIDENTIAL**

| UNIT TYPE | # OF UNITS | AUTO SPACES REQUIRED LAMC 12.21.A.16 | TOTAL      | 10% AUTO REPAVED BY BICYCLE | BICYCLE SPACES REQUIRED (2:1 X 4) | AUTO SPACES REQ'D AFTER REDUCTION | BICYCLE LONG TERM               | BICYCLE SHORT TERM |
|-----------|------------|--------------------------------------|------------|-----------------------------|-----------------------------------|-----------------------------------|---------------------------------|--------------------|
| Studio    | 50         | 1                                    | 50         |                             |                                   |                                   |                                 |                    |
| 1 Bdr.    | 156        | 1                                    | 156        |                             |                                   |                                   |                                 |                    |
| 2 Bdr.    | 93         | 2                                    | 186        |                             |                                   |                                   |                                 |                    |
|           |            | <b>TOTAL</b>                         | <b>392</b> | <b>39</b>                   | <b>156</b>                        | <b>353</b>                        | <b>299</b>                      | <b>30</b>          |
|           |            |                                      |            |                             |                                   | <b>TOTAL AUTO SPACES</b>          | <b>329 TOTAL BICYCLE SPACES</b> |                    |

**COMMERCIAL**

| USE                     | FLOOR AREA (APPROX. SF) | SUBTOTAL      | AUTO SPACES REQUIRED (271,000) | 30% AUTO REPLACED BY BICYCLE | BICYCLE SPACES REQUIRED (13.4) | AUTO SPACES RIGHT AFTER RED. | BICYCLE LONG TERM REQUIRED | BICYCLE SHORT TERM REQUIRED |
|-------------------------|-------------------------|---------------|--------------------------------|------------------------------|--------------------------------|------------------------------|----------------------------|-----------------------------|
| Retail Ground Floor     | 3,970                   |               |                                |                              |                                |                              | 2 (120,000)                | 2 (12,000)                  |
| Restaurant Ground Floor | 3,700                   | 7,670         |                                |                              |                                |                              | 2 (120,000)                | 2 (12,000)                  |
| Office Levels 1-4       |                         | 38,440        |                                |                              |                                |                              | 8 (15,000)                 | 4 (110,000)                 |
| <b>TOTAL</b>            |                         | <b>46,110</b> | <b>93</b>                      | <b>18</b>                    | <b>72</b>                      | <b>75</b>                    | <b>12</b>                  | <b>8</b>                    |

### AUTO AND BICYCLE PARKING SUMMARY

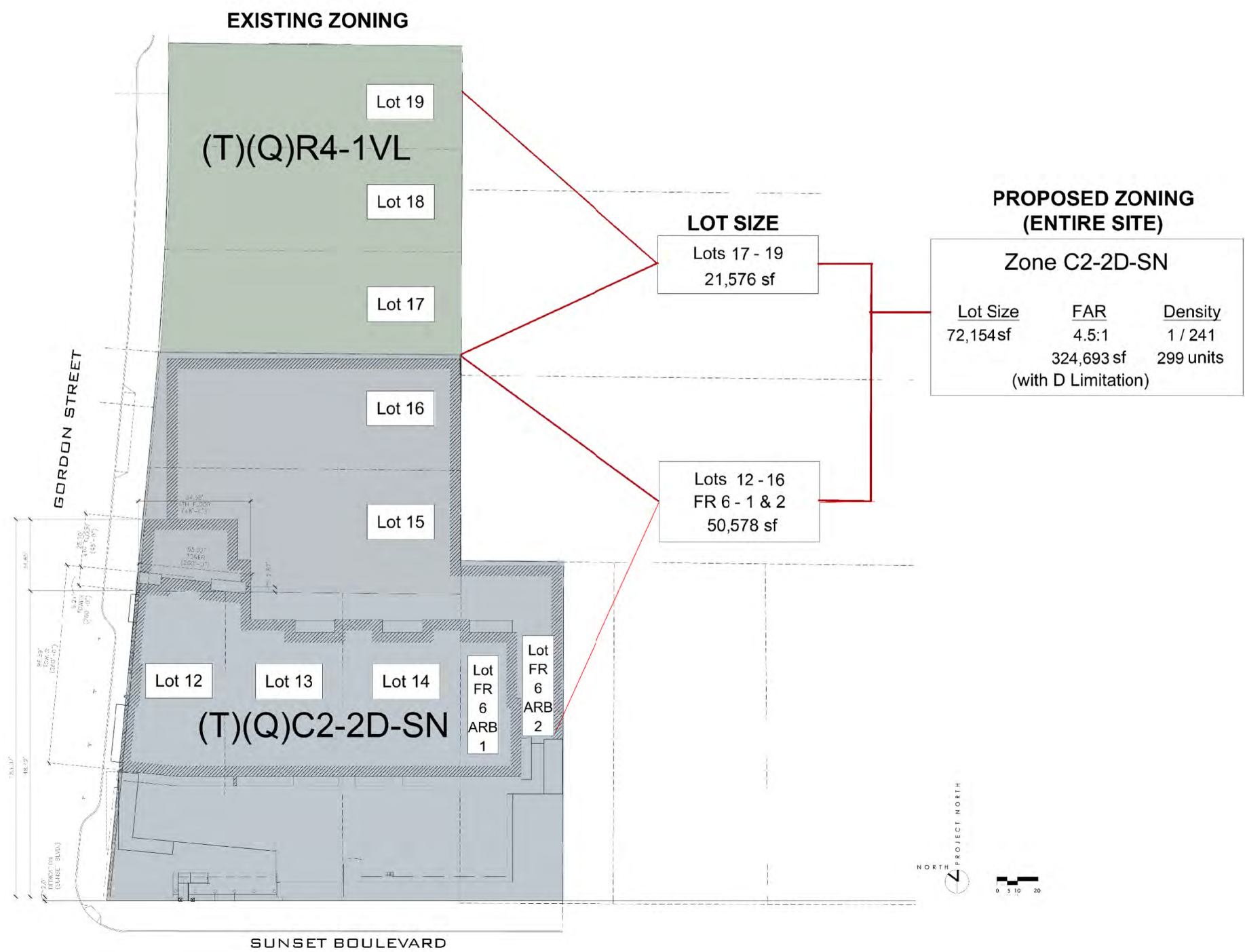
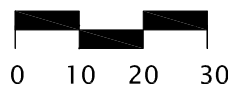
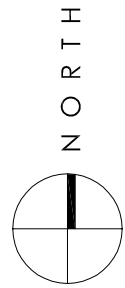
| Land Use   | Auto Parking Spaces<br>Required / Proposed | Bicycle Parking Spaces<br>Required / Proposed                   |
|--|--|---|
| <b>Residential</b><br>299 Apartment Units<br>(with 15 Very Low Income<br>Units (5%)) | 353*                                       | 329<br>299 Long Term / 30 Short Term                            |
| <b>Commercial</b><br>Retail / Restaurant / Office<br>(Approx. 46,110 square feet)    | 75   | 72<br>12 Long Term / 8 Short Term<br>52 Long Term or Short Term |
| <b>TOTAL</b>   | <b>428</b>                                 | <b>401</b>  |

**Electric Vehicle Charging Stations**  
20% of required parking spaces as Electric Vehicle Ready: 86 parking spaces  
*Includes parking spaces with electric vehicle charging stations.*

### Electric Vehicle Charging Stations

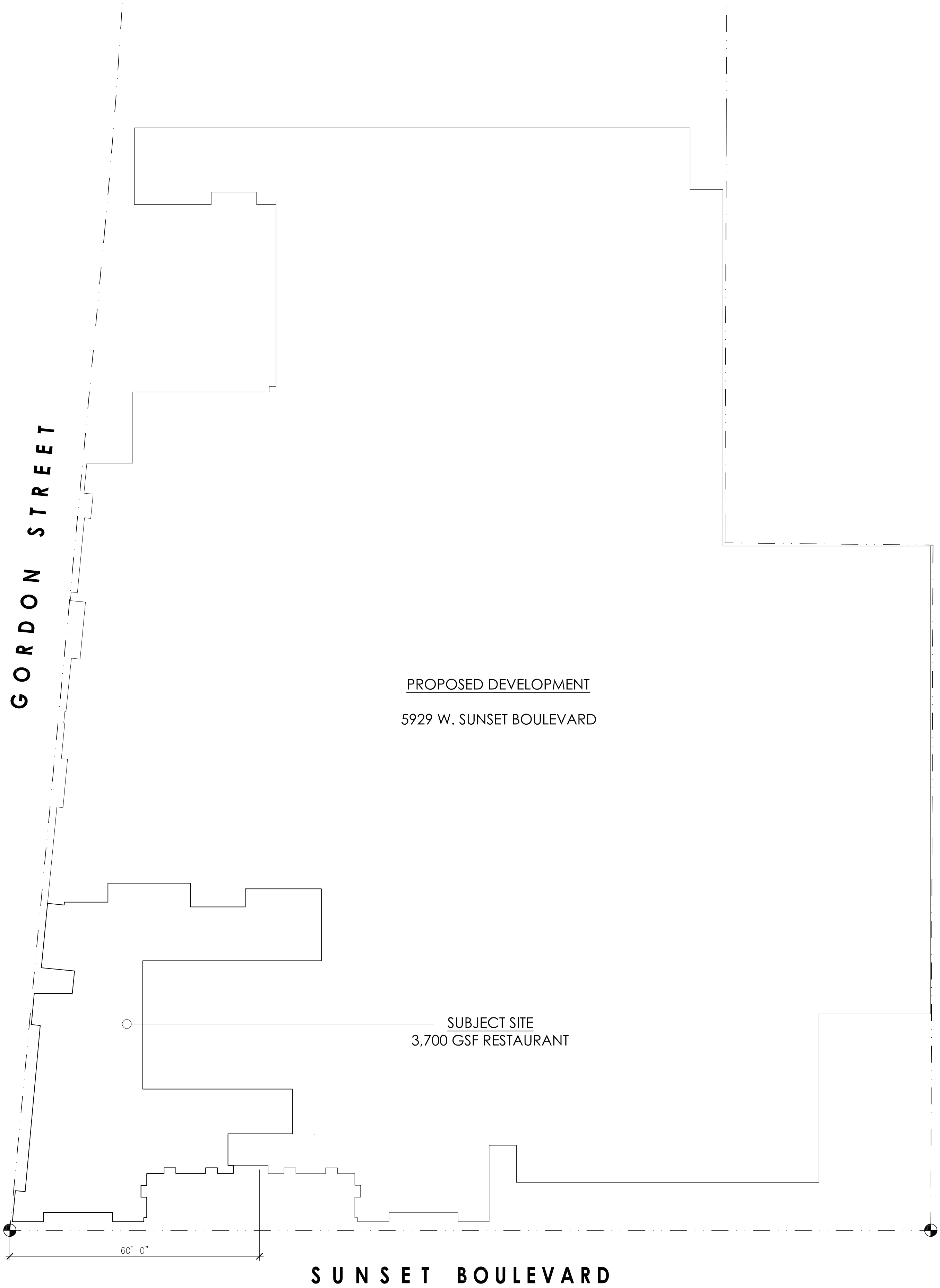
20% of required parking spaces as Electric Vehicle Ready: 86 parking spaces  
Includes parking spaces with electric vehicle charging stations.

5% of required parking to provide Electric Vehicle-Charging Stations: 22 Electric Vehicle Charging Stations



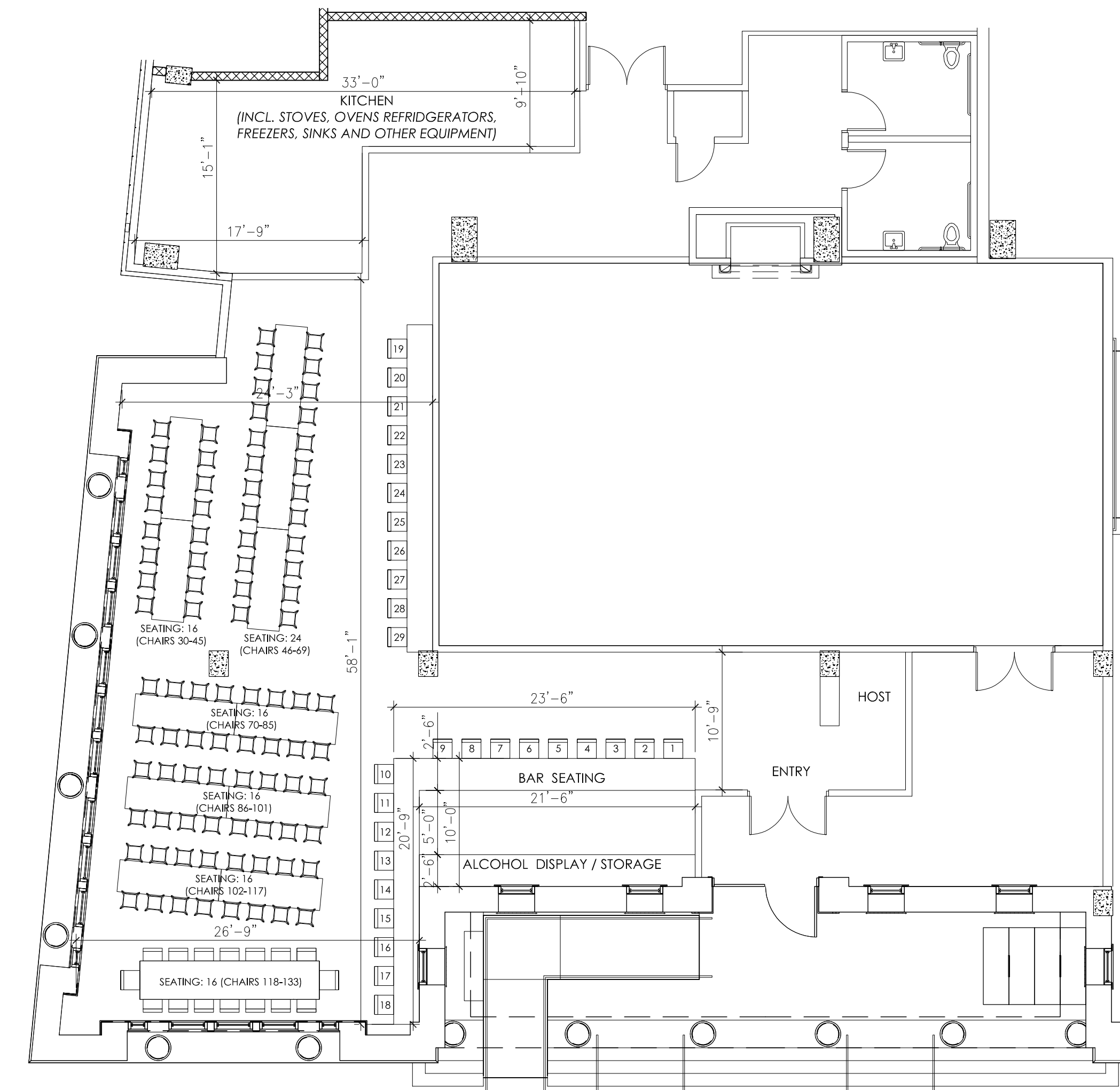


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24 JUL 2018 11:15 am



## 1 PLOT PLAN

SCALE 1"=0"= 20'-0"



## 2 SCHEMATIC INTERIOR FLOOR PLAN

SCALE 1/8" = 1'-0"



### PROPOSED CUB

#### SUMMARY

TOTAL INDOOR AREA: 3,700 SF

TOTAL OUTDOOR AREA: 0 SF

KITCHEN AREA: 448 SF

INDOOR DINING AREA: 1,663 SF

#### RESTAURANT

SEATING: 133

INDOOR: 0

OUTDOOR: 133

TOTAL: 133

TOTAL NUMBER OF TABLES: 12

CASE NO.: \_\_\_\_\_

DATE: 25 JULY 2018

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LICENSED CALIFORNIA ARCHITECT  
KEVIN P. JOHNSON C-30343

# GBD

GBD Architects, Incorporated

1120 NW Couch St.  
Ste. 300  
Portland, OR 97209

Tel: (503) 224-8656  
gbdarchitects.com

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**SUNSET**  
5929 SUNSET (HOLLYWOOD), LLC  
4700 WILSHIRE BOULEVARD  
LOS ANGELES, CALIFORNIA 90010

PROJECT DEVELOPER  
5929 SUNSET (HOLLYWOOD), LLC

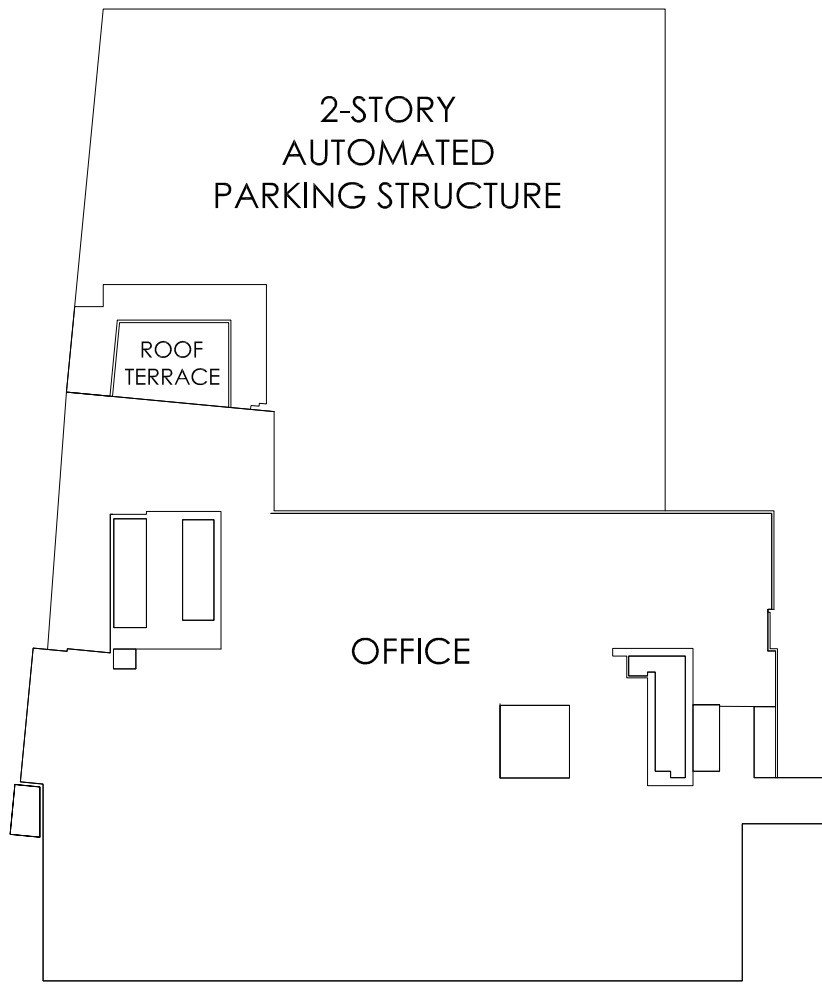
Revisions:

CUB PLAN

File name: A-002  
Project # 20065010 SET

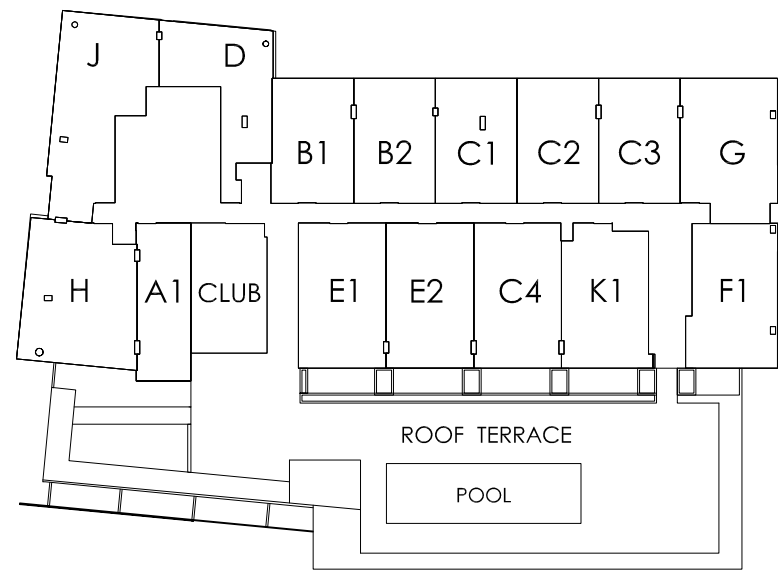
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Date: 25 JULY 2018  
25 JULY 2018 ENTIREMENT SET

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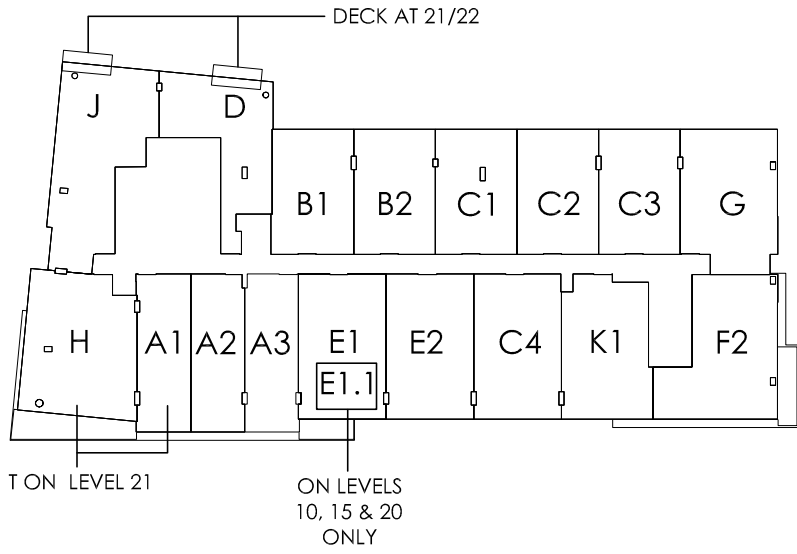
LEVEL 4

1"= 50'-0"



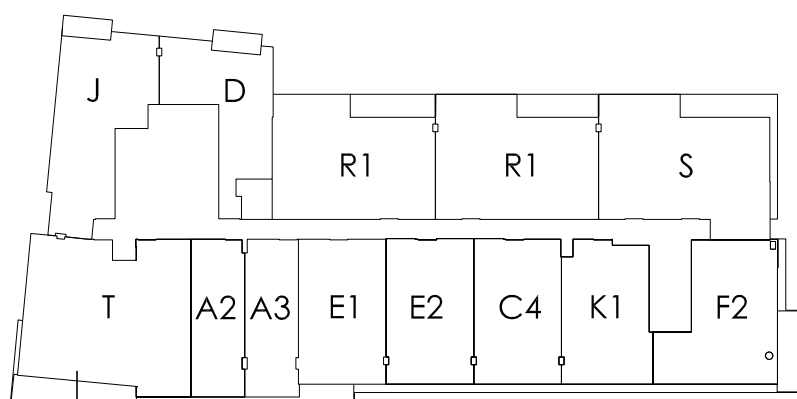
LEVEL 5

1"= 50'-0"



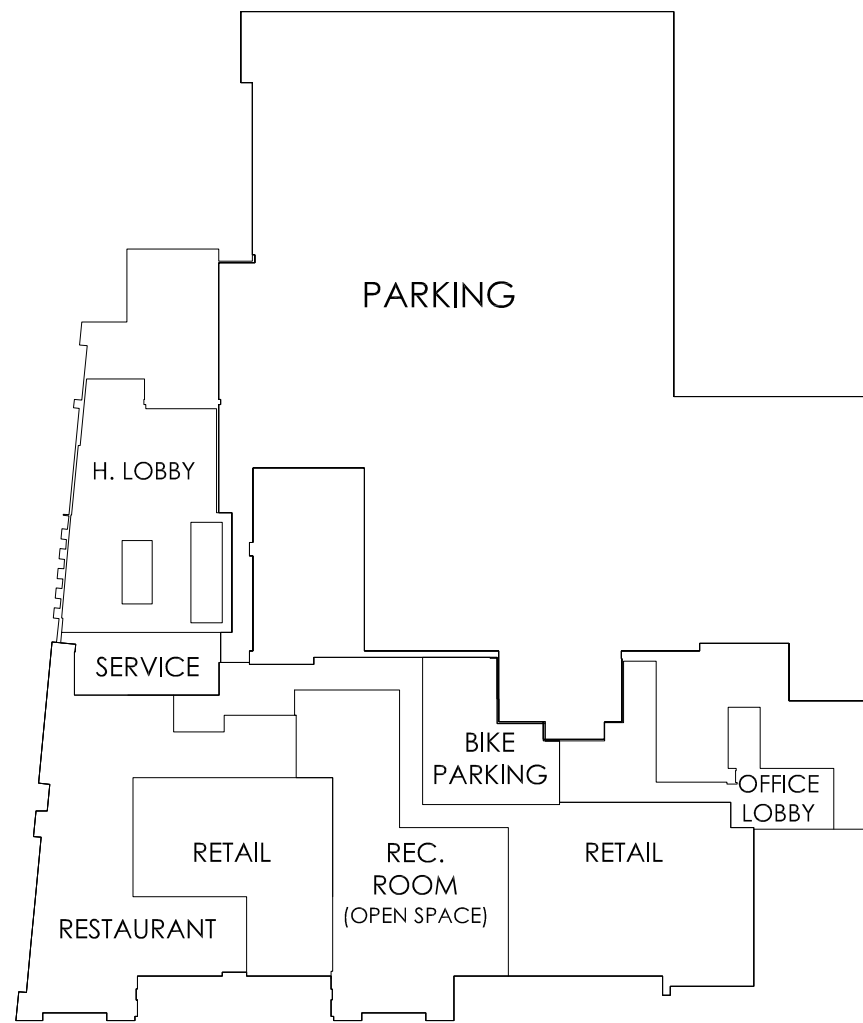
LEVEL 6-21

1"= 50'-0"



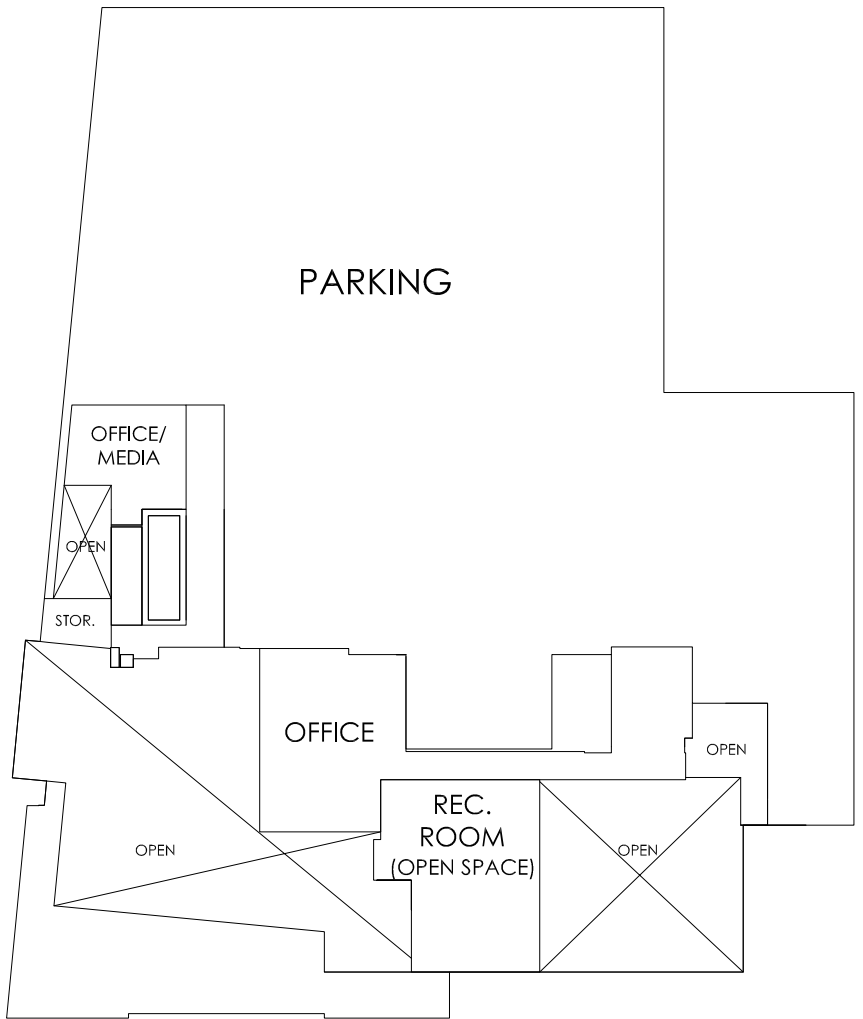
LEVEL 22

1"= 50'-0"



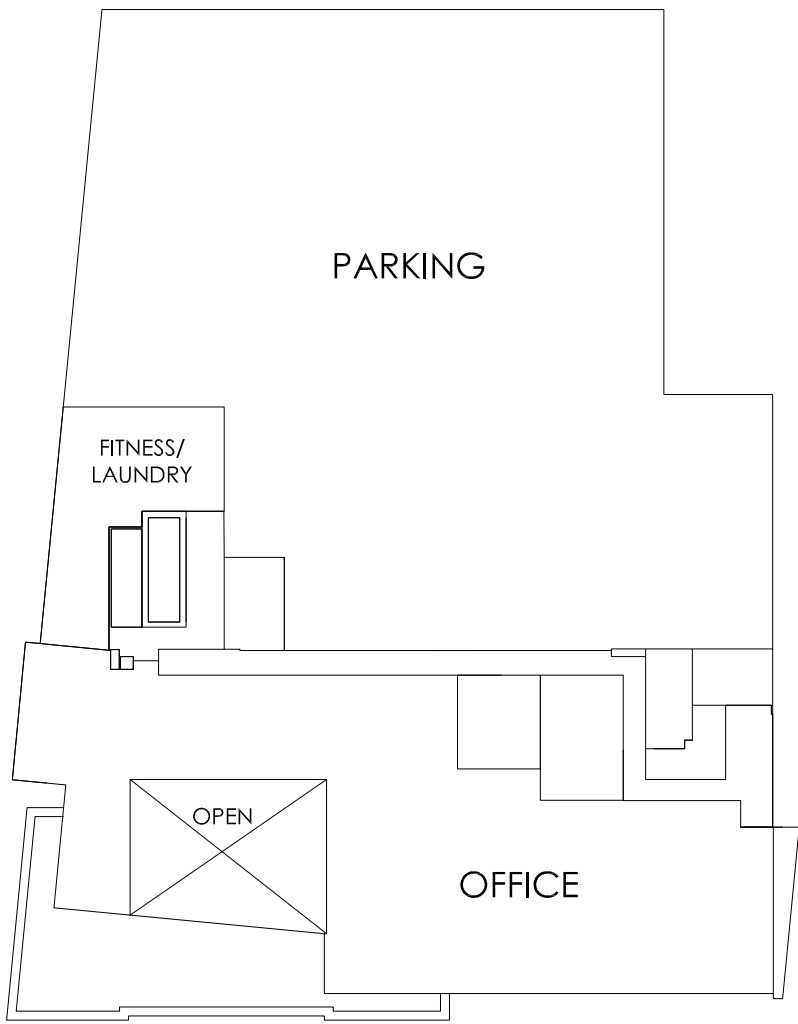
LEVEL 1

1"= 50'-0"



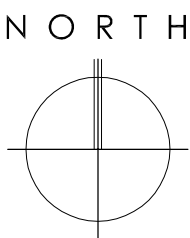
LEVEL 2

1"= 50'-0"



LEVEL 3

1"= 50'-0"





**1 GROUND LEVEL 01**  
1" = 40'-0"  
A-fp-01

**2 LEVEL 02**  
1" = 40'-0"

**3 LEVEL 03**  
1" = 40'-0"

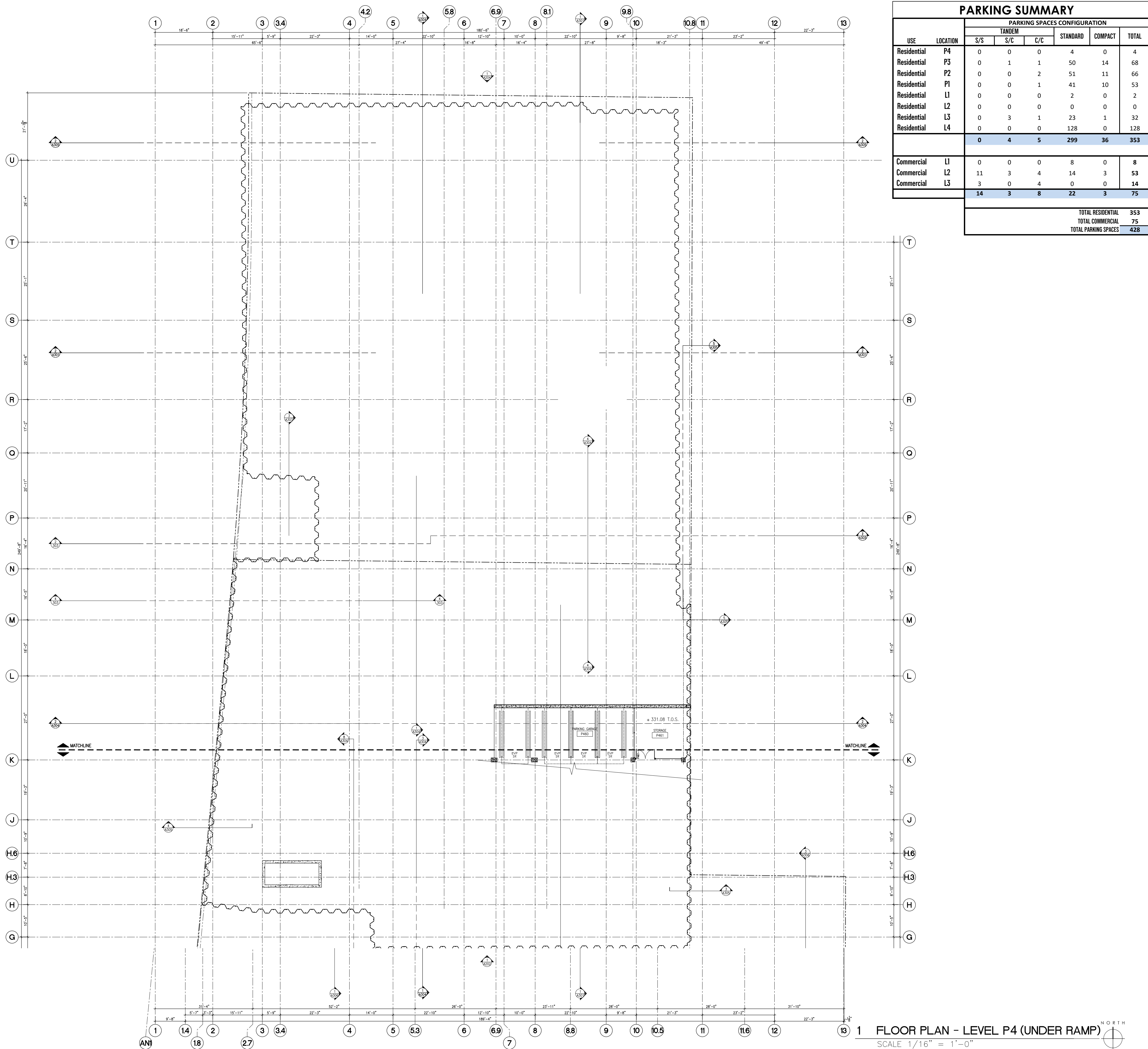
**4 LEVEL 05**  
1" = 40'-0"  
A-fp-05

**5 LEVEL 22**  
1" = 40'-0"  
A-fp-22



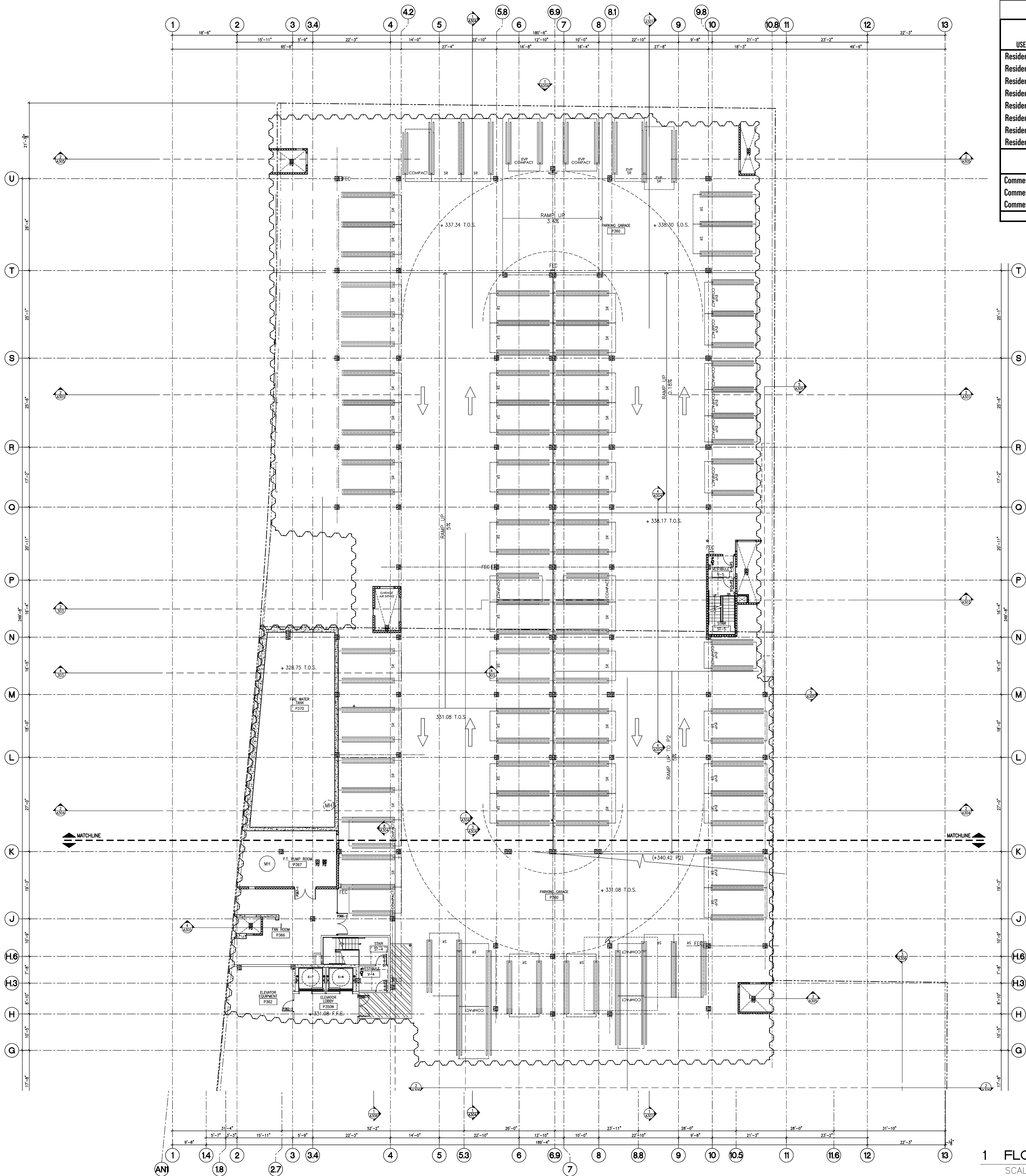






| PARKING SUMMARY      |          |                              |   |   |          |         |       |
|----------------------|----------|------------------------------|---|---|----------|---------|-------|
| USE                  | LOCATION | PARKING SPACES CONFIGURATION |   |   |          |         |       |
|                      |          | TANDEM                       |   |   | STANDARD | COMPACT | TOTAL |
| S/S                  | S/C      | C/C                          |   |   |          |         |       |
| Residential          | P4       | 0                            | 0 | 0 | 4        | 0       | 4     |
| Residential          | P3       | 0                            | 1 | 1 | 50       | 14      | 68    |
| Residential          | P2       | 0                            | 0 | 2 | 51       | 11      | 66    |
| Residential          | P1       | 0                            | 0 | 1 | 41       | 10      | 53    |
| Residential          | L1       | 0                            | 0 | 0 | 2        | 0       | 2     |
| Residential          | L2       | 0                            | 0 | 0 | 0        | 0       | 0     |
| Residential          | L3       | 0                            | 3 | 1 | 23       | 1       | 32    |
| Residential          | L4       | 0                            | 0 | 0 | 128      | 0       | 128   |
|                      |          | 0                            | 4 | 5 | 299      | 36      | 353   |
|                      |          |                              |   |   |          |         |       |
| Commercial           | L1       | 0                            | 0 | 0 | 8        | 0       | 8     |
| Commercial           | L2       | 11                           | 3 | 4 | 14       | 3       | 53    |
| Commercial           | L3       | 3                            | 0 | 4 | 0        | 0       | 14    |
|                      |          | 14                           | 3 | 8 | 22       | 3       | 75    |
|                      |          |                              |   |   |          |         |       |
| TOTAL RESIDENTIAL    |          |                              |   |   |          | 353     |       |
| TOTAL COMMERCIAL     |          |                              |   |   |          | 75      |       |
| TOTAL PARKING SPACES |          |                              |   |   |          | 428     |       |

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| PARKING SUMMARY |          |                              |          |         |       |                          |
|-----------------|----------|------------------------------|----------|---------|-------|--------------------------|
| USE             | LOCATION | PARKING SPACES CONFIGURATION |          |         |       |                          |
|                 |          | TANDEM                       | STANDARD | COMPACT | TOTAL |                          |
|                 |          | S/S                          | S/C      | C/C     |       |                          |
| Residential     | P4       | 0                            | 0        | 0       | 4     | 4                        |
| Residential     | P3       | 0                            | 1        | 1       | 50    | 14                       |
| Residential     | P2       | 0                            | 0        | 2       | 51    | 11                       |
| Residential     | P1       | 0                            | 0        | 1       | 41    | 10                       |
| Residential     | L1       | 0                            | 0        | 0       | 2     | 0                        |
| Residential     | L2       | 0                            | 0        | 0       | 0     | 0                        |
| Residential     | L3       | 0                            | 3        | 1       | 23    | 1                        |
| Residential     | L4       | 0                            | 0        | 0       | 128   | 0                        |
|                 |          | 0                            | 4        | 5       | 299   | 36                       |
|                 |          |                              |          |         |       | 353                      |
| Commercial      | L1       | 0                            | 0        | 0       | 8     | 0                        |
| Commercial      | L2       | 11                           | 3        | 4       | 14    | 3                        |
| Commercial      | L3       | 3                            | 0        | 4       | 0     | 0                        |
|                 |          | 14                           | 3        | 8       | 22    | 3                        |
|                 |          |                              |          |         |       | 75                       |
|                 |          |                              |          |         |       | TOTAL RESIDENTIAL 353    |
|                 |          |                              |          |         |       | TOTAL COMMERCIAL 75      |
|                 |          |                              |          |         |       | TOTAL PARKING SPACES 428 |

1 FLOOR PLAN - LEVEL P3  
SCALE 1/16" = 1'-0"



**SUNSET**  
5929 SUNSET (HOLLYWOOD), LLC  
4700 WILSHIRE BOULEVARD  
LOS ANGELES, CALIFORNIA 90010

PROJECT DEVELOPER  
5929 SUNSET (HOLLYWOOD), LLC

Revisions:

LEVEL P3  
FLOOR & PARKING PLAN

File name: A-1P03.1  
Project # 20065009

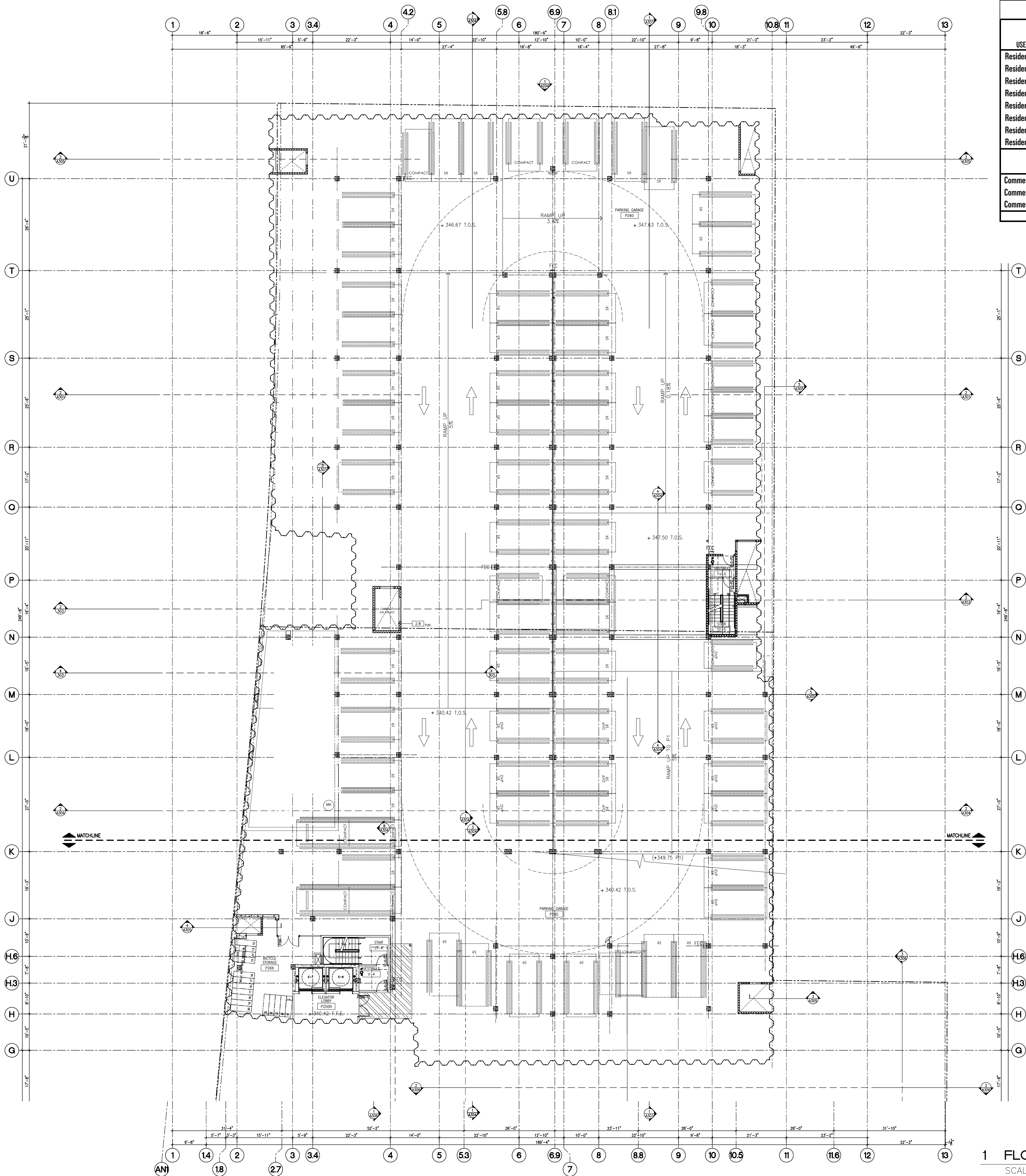
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Date: 25 JULY 2018

GBD ARCHITECTS Incorporated

WITH API  
ENTIREMENT SET  
25 JULY 2018

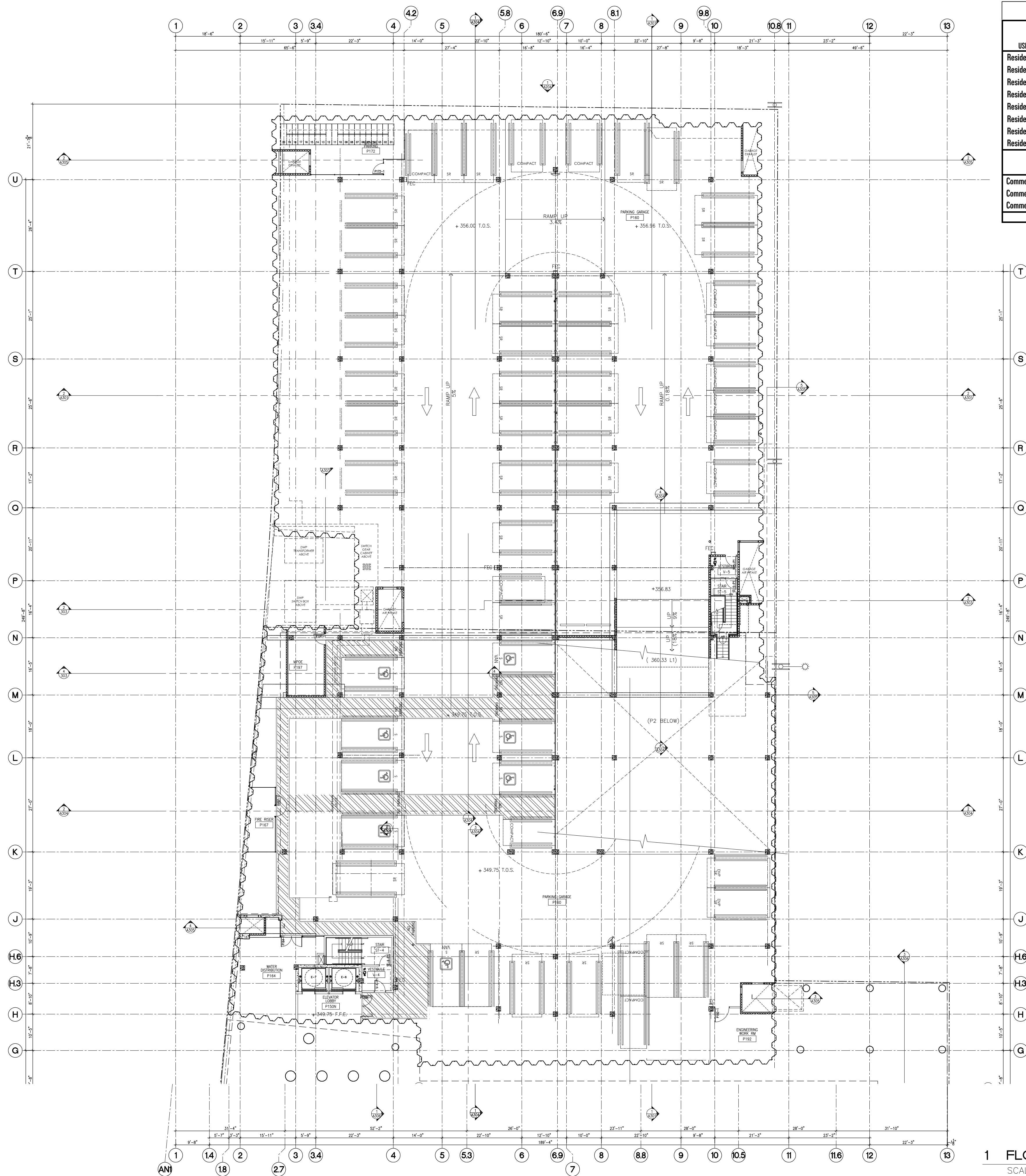


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1 FLOOR PLAN - LEVEL P2  
SCALE 1/16" = 1'-0"

| PARKING SUMMARY |          |                              |          |   |         |       |
|-----------------|----------|------------------------------|----------|---|---------|-------|
| USE             | LOCATION | PARKING SPACES CONFIGURATION |          |   |         |       |
|                 |          | TANDEM                       | STANDARD |   | COMPACT | TOTAL |
| S/S             | S/C      | C/C                          |          |   |         |       |
| Residential     | P4       | 0                            | 0        | 0 | 4       | 0     |
| Residential     | P3       | 0                            | 1        | 1 | 50      | 14    |
| Residential     | P2       | 0                            | 0        | 2 | 51      | 11    |
| Residential     | P1       | 0                            | 0        | 1 | 41      | 10    |
| Residential     | L1       | 0                            | 0        | 0 | 2       | 0     |
| Residential     | L2       | 0                            | 0        | 0 | 0       | 0     |
| Residential     | L3       | 0                            | 3        | 1 | 23      | 1     |
| Residential     | L4       | 0                            | 0        | 0 | 128     | 0     |
|                 |          | 0                            | 4        | 5 | 299     | 36    |
|                 |          |                              |          |   |         | 353   |
| Commercial      | L1       | 0                            | 0        | 0 | 8       | 0     |
| Commercial      | L2       | 11                           | 3        | 4 | 14      | 3     |
| Commercial      | L3       | 3                            | 0        | 4 | 0       | 0     |
|                 |          | 14                           | 3        | 8 | 22      | 3     |
|                 |          |                              |          |   |         | 75    |
|                 |          |                              |          |   |         | 428   |
|                 |          |                              |          |   |         | 353   |
|                 |          |                              |          |   |         | 75    |
|                 |          |                              |          |   |         | 428   |

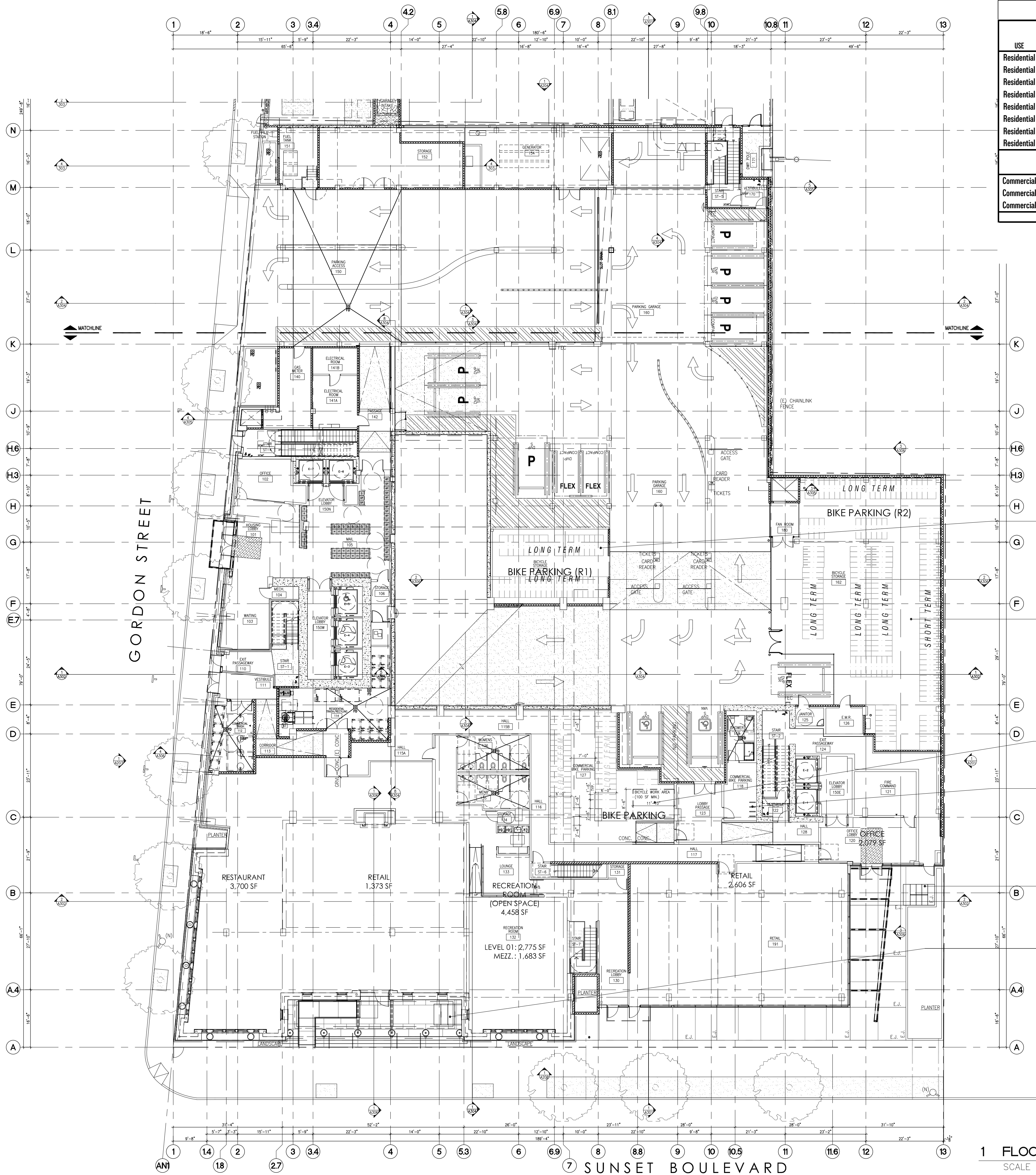


1 FLOOR PLAN - LEVEL P1  
SCALE 1/16" = 1'-0"

| PARKING SUMMARY |          |                              |     |     |          |         |       |
|-----------------|----------|------------------------------|-----|-----|----------|---------|-------|
| USE             | LOCATION | PARKING SPACES CONFIGURATION |     |     |          |         |       |
|                 |          | TANDEM                       |     |     | STANDARD | COMPACT | TOTAL |
|                 |          | S/S                          | S/C | C/C |          |         |       |
| Residential     | P4       | 0                            | 0   | 0   | 4        | 0       | 4     |
| Residential     | P3       | 0                            | 1   | 1   | 50       | 14      | 68    |
| Residential     | P2       | 0                            | 0   | 2   | 51       | 11      | 66    |
| Residential     | P1       | 0                            | 0   | 1   | 41       | 10      | 53    |
| Residential     | L1       | 0                            | 0   | 0   | 2        | 0       | 2     |
| Residential     | L2       | 0                            | 0   | 0   | 0        | 0       | 0     |
| Residential     | L3       | 0                            | 3   | 1   | 23       | 1       | 32    |
| Residential     | L4       | 0                            | 0   | 0   | 128      | 0       | 128   |
|                 |          | 0                            | 4   | 5   | 299      | 36      | 353   |
|                 |          |                              |     |     |          |         |       |
| Commercial      | L1       | 0                            | 0   | 0   | 8        | 0       | 8     |
| Commercial      | L2       | 11                           | 3   | 4   | 14       | 3       | 53    |
| Commercial      | L3       | 3                            | 0   | 4   | 0        | 0       | 14    |
|                 |          | 14                           | 3   | 8   | 22       | 3       | 75    |
|                 |          | TOTAL RESIDENTIAL            |     |     |          |         | 353   |
|                 |          | TOTAL COMMERCIAL             |     |     |          |         | 75    |
|                 |          | TOTAL PARKING SPACES         |     |     |          |         | 428   |



CAD FILE: P:\2006\5010 2018\Renovating\500 Documents\501 Drawings\AutoCAD\Sheet\100 Floor Plans\A-101SNA.dwg  
JUL 11, 2018 8:03am



| PARKING SUMMARY |          |                              |          |         |       |    |
|-----------------|----------|------------------------------|----------|---------|-------|----|
| USE             | LOCATION | PARKING SPACES CONFIGURATION |          |         |       |    |
|                 |          | TANDEM                       | STANDARD | COMPACT | TOTAL |    |
| S/S             | S/C      | C/C                          |          |         |       |    |
| Residential     | P4       | 0                            | 0        | 0       | 4     | 4  |
| Residential     | P3       | 0                            | 1        | 1       | 50    | 14 |
| Residential     | P2       | 0                            | 0        | 2       | 51    | 11 |
| Residential     | P1       | 0                            | 0        | 1       | 41    | 10 |
| Residential     | L1       | 0                            | 0        | 0       | 2     | 0  |
| Residential     | L2       | 0                            | 0        | 0       | 0     | 0  |
| Residential     | L3       | 0                            | 3        | 1       | 23    | 1  |
| Residential     | L4       | 0                            | 0        | 0       | 128   | 0  |
|                 |          | 0                            | 4        | 5       | 299   | 36 |
|                 |          | 353                          |          |         |       |    |
| Commercial      | L1       | 0                            | 0        | 0       | 8     | 0  |
| Commercial      | L2       | 11                           | 3        | 4       | 14    | 3  |
| Commercial      | L3       | 3                            | 0        | 4       | 0     | 0  |
|                 |          | 14                           | 3        | 8       | 22    | 3  |
|                 |          | 75                           |          |         |       |    |
|                 |          | TOTAL RESIDENTIAL            |          |         |       |    |
|                 |          | 353                          |          |         |       |    |
|                 |          | TOTAL COMMERCIAL             |          |         |       |    |
|                 |          | 75                           |          |         |       |    |
|                 |          | TOTAL PARKING SPACES         |          |         |       |    |
|                 |          | 428                          |          |         |       |    |

### BIKE PARKING SUMMARY

| BIKE PARKING SUMMARY                      |     |
|---|-----|
| RESIDENTIAL (R1):<br>37 (2-TIER RACKS) =  | 74  |
| TOTAL =                                   | 74  |
| RESIDENTIAL (R2):<br>107 (2-TIER RACKS) = | 214 |
| 41 (1-WALL MNTD.) =                       | 41* |
| TOTAL =                                   | 255 |
| *INCLUDES 30 SHORT TERM                   |     |
| RESIDENTIAL BIKE TOTAL:<br>R1 SUBTOTAL =  | 74  |
| R2 SUBTOTAL =                             | 255 |
| TOTAL =                                   | 329 |

|                                    |       |
|------------------------------------|-------|
| COMMERCIAL:<br>27 (2-TIER RACKS) = | 54 LT |
| 4 "STAPLE" RACK =                  | 8 ST  |
| TOTAL =                            | 62    |

SHORT TERM BIKE (4)

|  |    |
|--|----|
| COMMERCIAL BIKE TOTAL:<br>INTERIOR:<br>LONG TERM | 54 |
| SHORT TERM                                       | 12 |
| SUBTOTAL =                                       | 66 |

|                         |    |
|-------------------------|----|
| EXTERIOR:<br>SHORT TERM | 7  |
| TOTAL =                 | 73 |

SHORT TERM BIKE (2)

1 FLOOR PLAN - GROUND LEVEL L1  
SCALE 1/16" = 1'-0"

WITH API

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9929 SUNSET (HOLLYWOOD), LLC

Revisions:

GROUND LEVEL L1  
FLOOR & PARKING PLAN

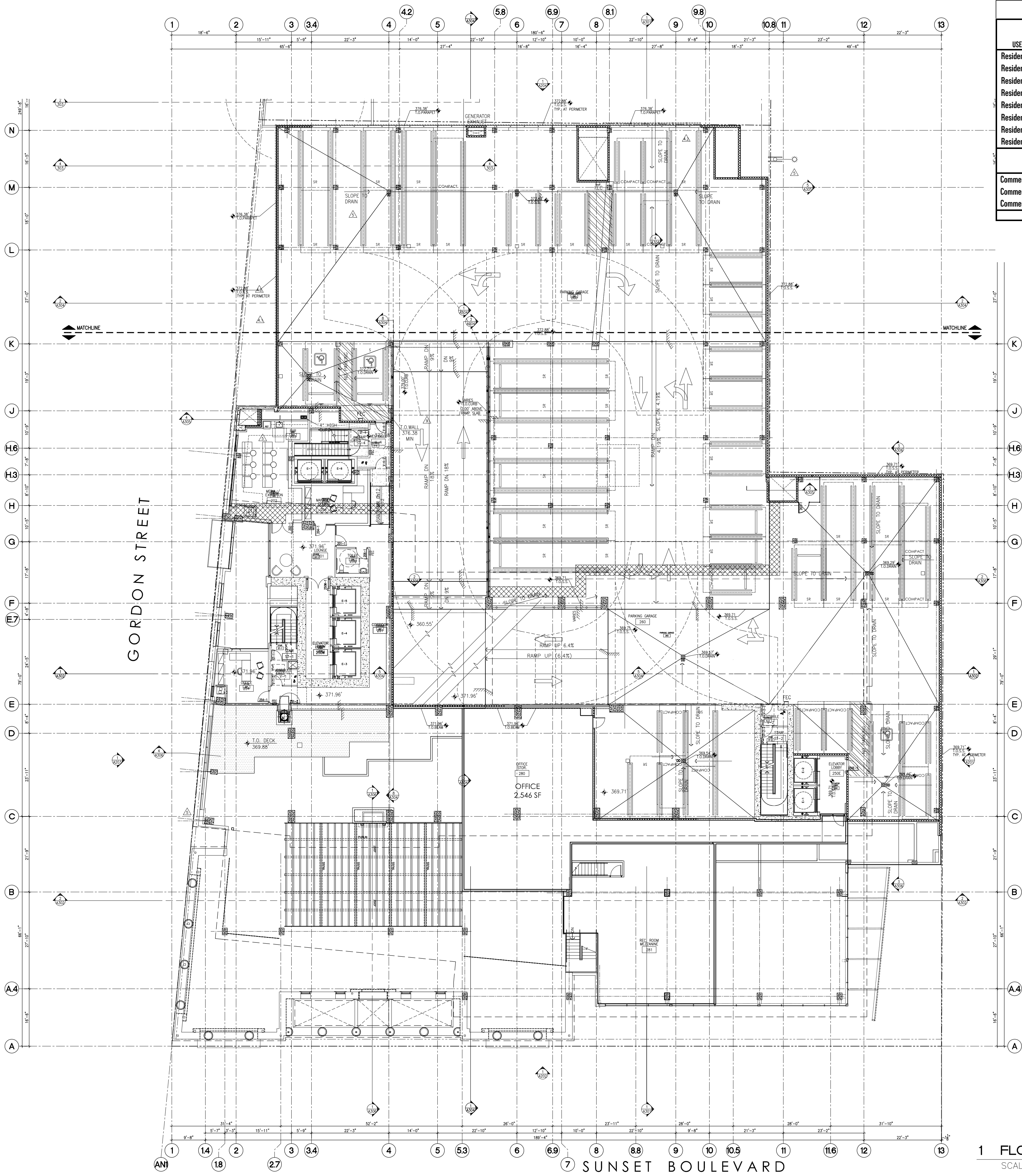
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Project # 20065010

A101

Date: 25 JULY 2018  
25 JULY 2018 ENTIREMENT SET WITH API



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| PARKING SUMMARY |          |                              |          |   |         |       |
|-----------------|----------|------------------------------|----------|---|---------|-------|
| USE             | LOCATION | PARKING SPACES CONFIGURATION |          |   |         |       |
|                 |          | TANDEM                       | STANDARD |   | COMPACT | TOTAL |
| S/S             |          | S/C                          | C/C      |   |         |       |
| Residential     | P4       | 0                            | 0        | 0 | 4       | 0     |
| Residential     | P3       | 0                            | 1        | 1 | 50      | 14    |
| Residential     | P2       | 0                            | 0        | 2 | 51      | 11    |
| Residential     | P1       | 0                            | 0        | 1 | 41      | 10    |
| Residential     | L1       | 0                            | 0        | 0 | 2       | 0     |
| Residential     | L2       | 0                            | 0        | 0 | 0       | 0     |
| Residential     | L3       | 0                            | 3        | 1 | 23      | 1     |
| Residential     | L4       | 0                            | 0        | 0 | 128     | 0     |
|                 |          | 0                            | 4        | 5 | 299     | 36    |
|                 |          | 353                          |          |   |         |       |
| Commercial      | L1       | 0                            | 0        | 0 | 8       | 0     |
| Commercial      | L2       | 11                           | 3        | 4 | 14      | 3     |
| Commercial      | L3       | 3                            | 0        | 4 | 0       | 0     |
|                 |          | 14                           | 3        | 8 | 22      | 3     |
|                 |          | 75                           |          |   |         |       |
|                 |          | TOTAL RESIDENTIAL            |          |   |         |       |
|                 |          | 353                          |          |   |         |       |
|                 |          | TOTAL COMMERCIAL             |          |   |         |       |
|                 |          | 75                           |          |   |         |       |
|                 |          | TOTAL PARKING SPACES         |          |   |         |       |
|                 |          | 428                          |          |   |         |       |

1 FLOOR PLAN - LEVEL L2  
SCALE 1/16" = 1'-0"



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PROJECT DEVELOPER  
5929 SUNSET (HOLLYWOOD), LLC

Revisions:

LEVEL L2  
FLOOR & PARKING PLAN

File name: A-102.1  
Project # 20065009

Date: 25 JULY 2018  
25 JULY 2018 ENTIREMENT SET

A102  
WITH API  
GBD ARCHITECTS Incorporated

GBD

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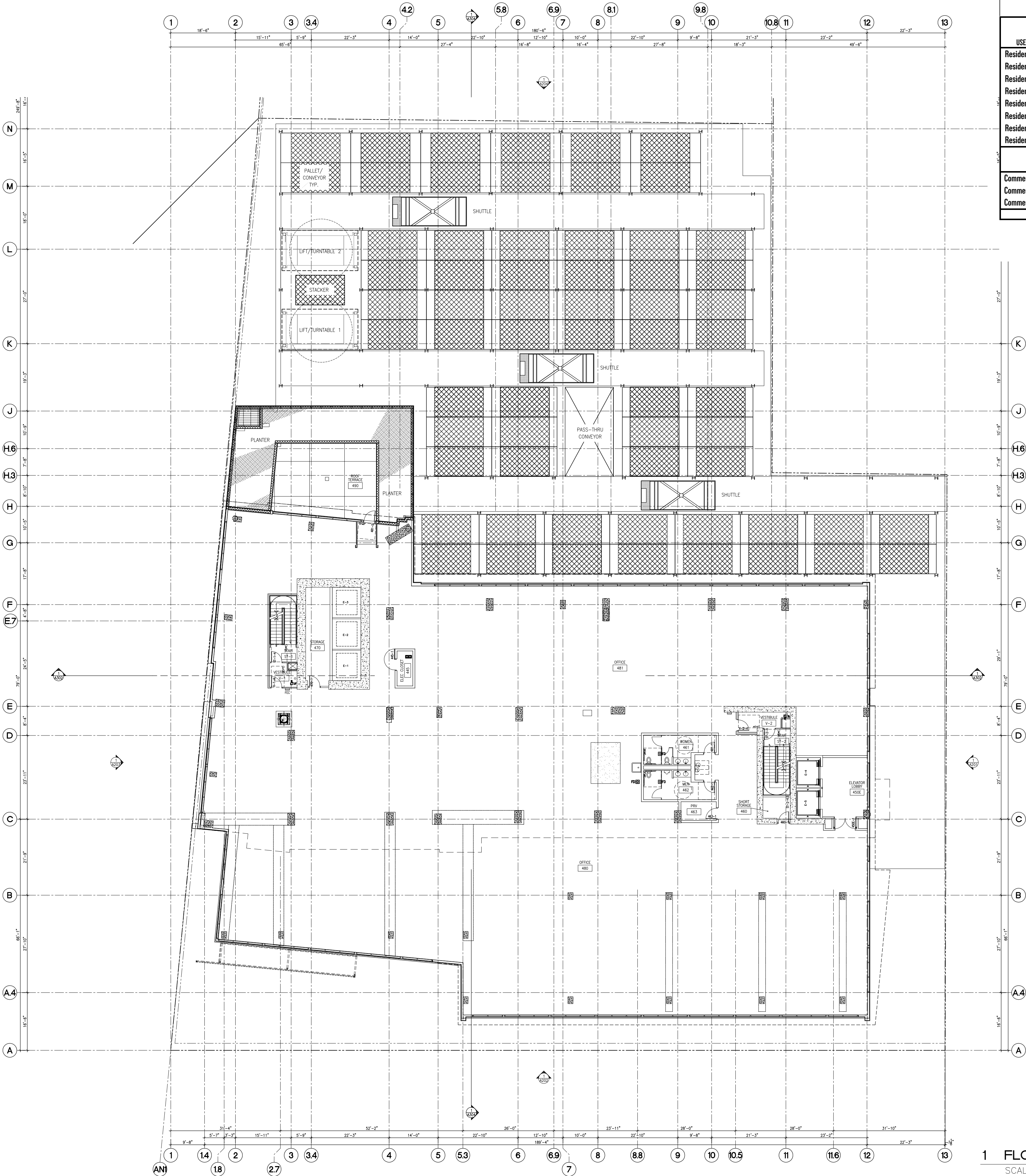
LICENSED CALIFORNIA ARCHITECT  
KEVIN P. JOHNSON C-30343







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1 FLOOR PLAN - LEVEL L4  
SCALE 1/16" = 1'-0"



| PARKING SUMMARY      |          |                              |   |   |          |         |       |
|----------------------|----------|------------------------------|---|---|----------|---------|-------|
| USE                  | LOCATION | PARKING SPACES CONFIGURATION |   |   |          |         |       |
|                      |          | TANDEM                       |   |   | STANDARD | COMPACT | TOTAL |
| S/S                  | S/C      | C/C                          |   |   |          |         |       |
| Residential          | P4       | 0                            | 0 | 0 | 4        | 0       | 4     |
| Residential          | P3       | 0                            | 1 | 1 | 50       | 14      | 68    |
| Residential          | P2       | 0                            | 0 | 2 | 51       | 11      | 66    |
| Residential          | P1       | 0                            | 0 | 1 | 41       | 10      | 53    |
| Residential          | L1       | 0                            | 0 | 0 | 2        | 0       | 2     |
| Residential          | L2       | 0                            | 0 | 0 | 0        | 0       | 0     |
| Residential          | L3       | 0                            | 3 | 1 | 23       | 1       | 32    |
| Residential          | L4       | 0                            | 0 | 0 | 128      | 0       | 128   |
|                      |          | 0                            | 4 | 5 | 299      | 36      | 353   |
|                      |          |                              |   |   |          |         |       |
| Commercial           | L1       | 0                            | 0 | 0 | 8        | 0       | 8     |
| Commercial           | L2       | 11                           | 3 | 4 | 14       | 3       | 53    |
| Commercial           | L3       | 3                            | 0 | 4 | 0        | 0       | 14    |
|                      |          | 14                           | 3 | 8 | 22       | 3       | 75    |
|                      |          |                              |   |   |          |         |       |
| TOTAL RESIDENTIAL    |          |                              |   |   |          |         | 353   |
| TOTAL COMMERCIAL     |          |                              |   |   |          |         | 75    |
| TOTAL PARKING SPACES |          |                              |   |   |          |         | 428   |

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Revisions:

LEVEL L4  
FLOOR & PARKING PLAN

File name: A-104.1  
Project # 20065009

Date: 25 JULY 2018

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A104

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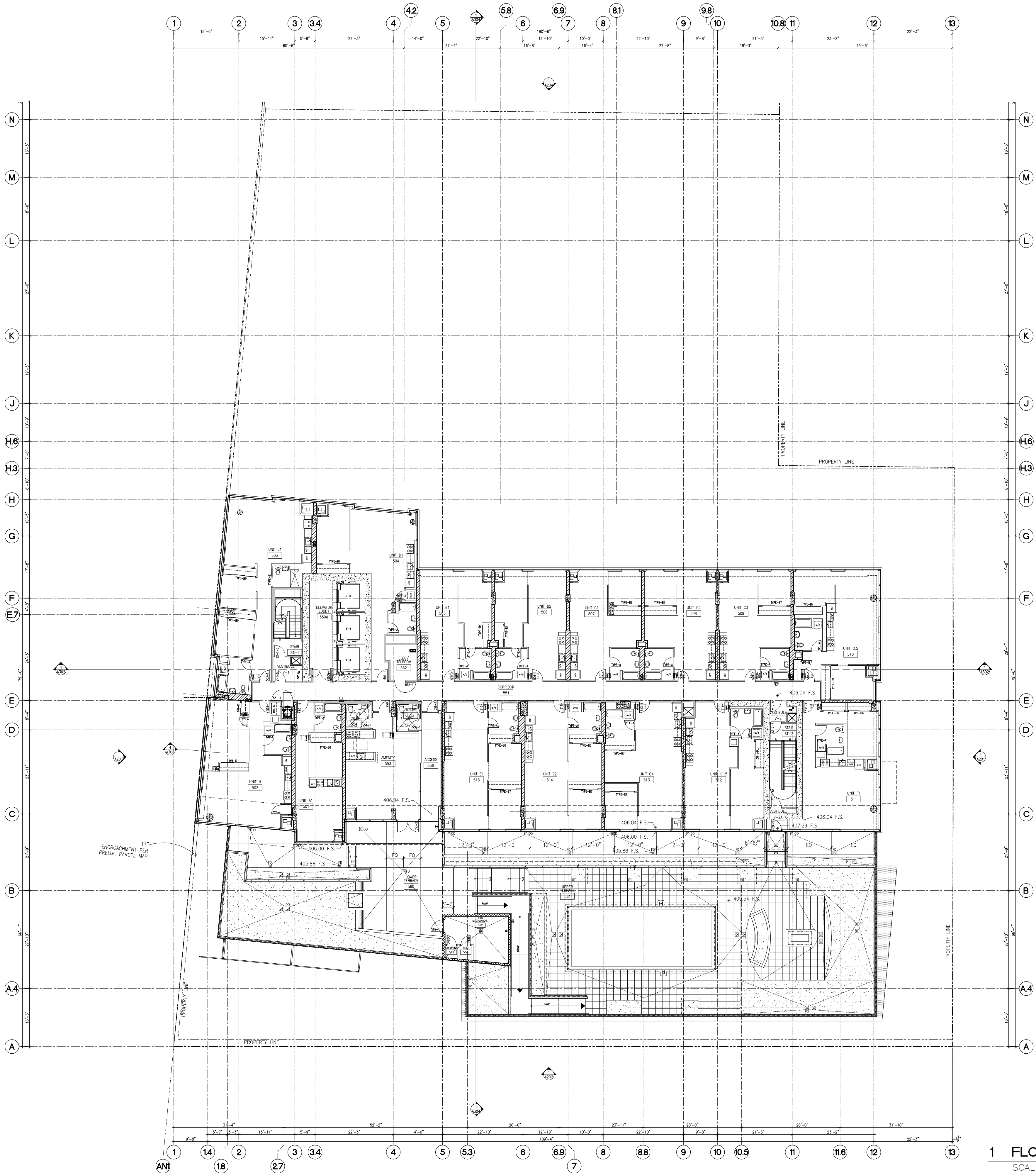
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1 FLOOR PLAN - LEVEL L5  
SCALE 1/16" = 1'-0"



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Revisions:

LEVEL L5  
FLOOR & TERRACE PLAN

File name: A-105.1  
Project # 20065009

Date: 25 JULY 2018  
25 JULY 2018 ENTIREMENT SET

GBD ARCHITECTS Incorporated

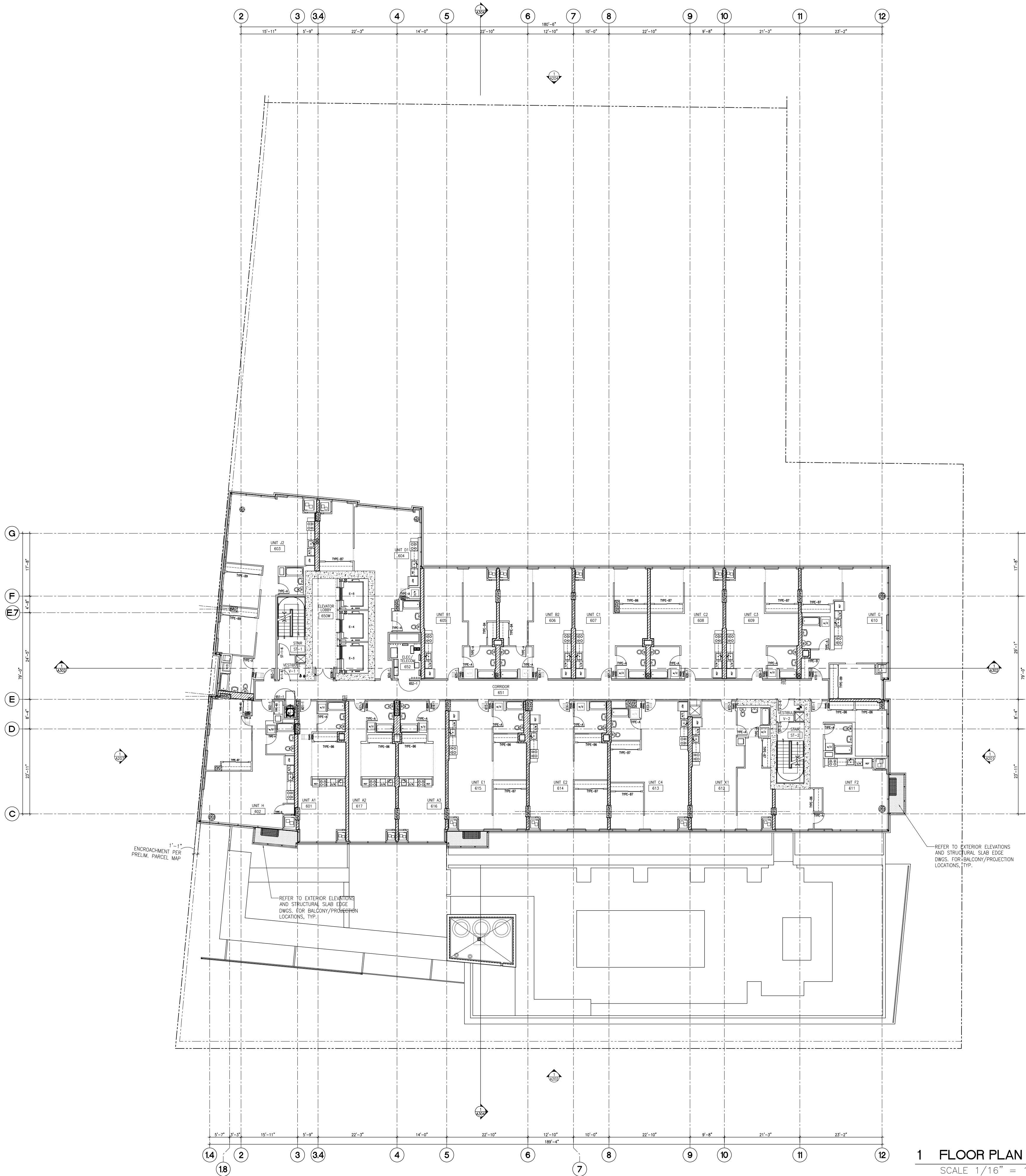
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1 FLOOR PLAN - LEVEL 6, 7, 11, 12, 16, 17  
SCALE 1/16" = 1'-0"



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Revisions:

LEVEL 16  
TYPICAL FLOOR PLAN  
LEVELS: 6, 7, 11, 12, 16, 17

File name: A-106.1  
Project # 20065009

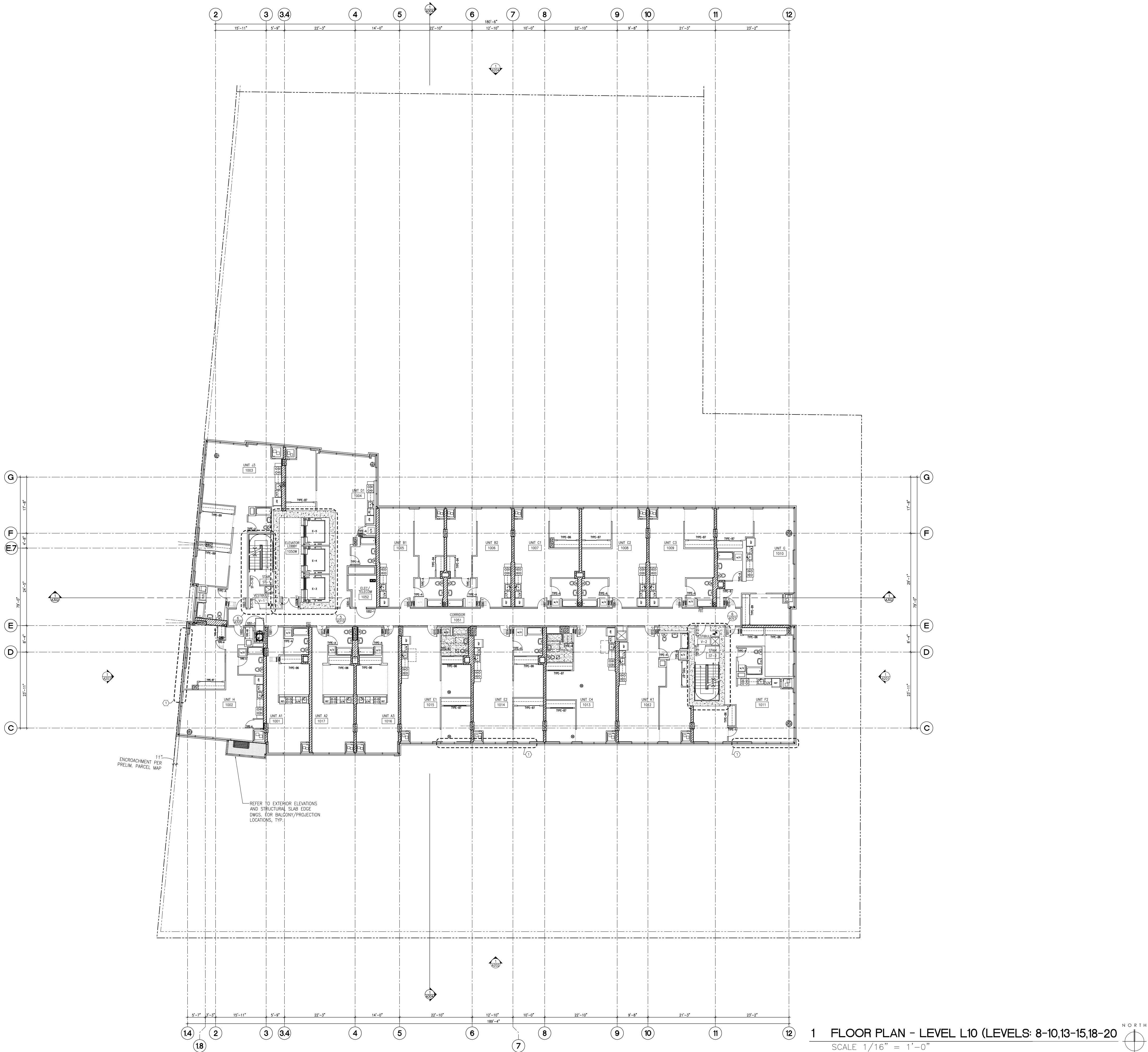
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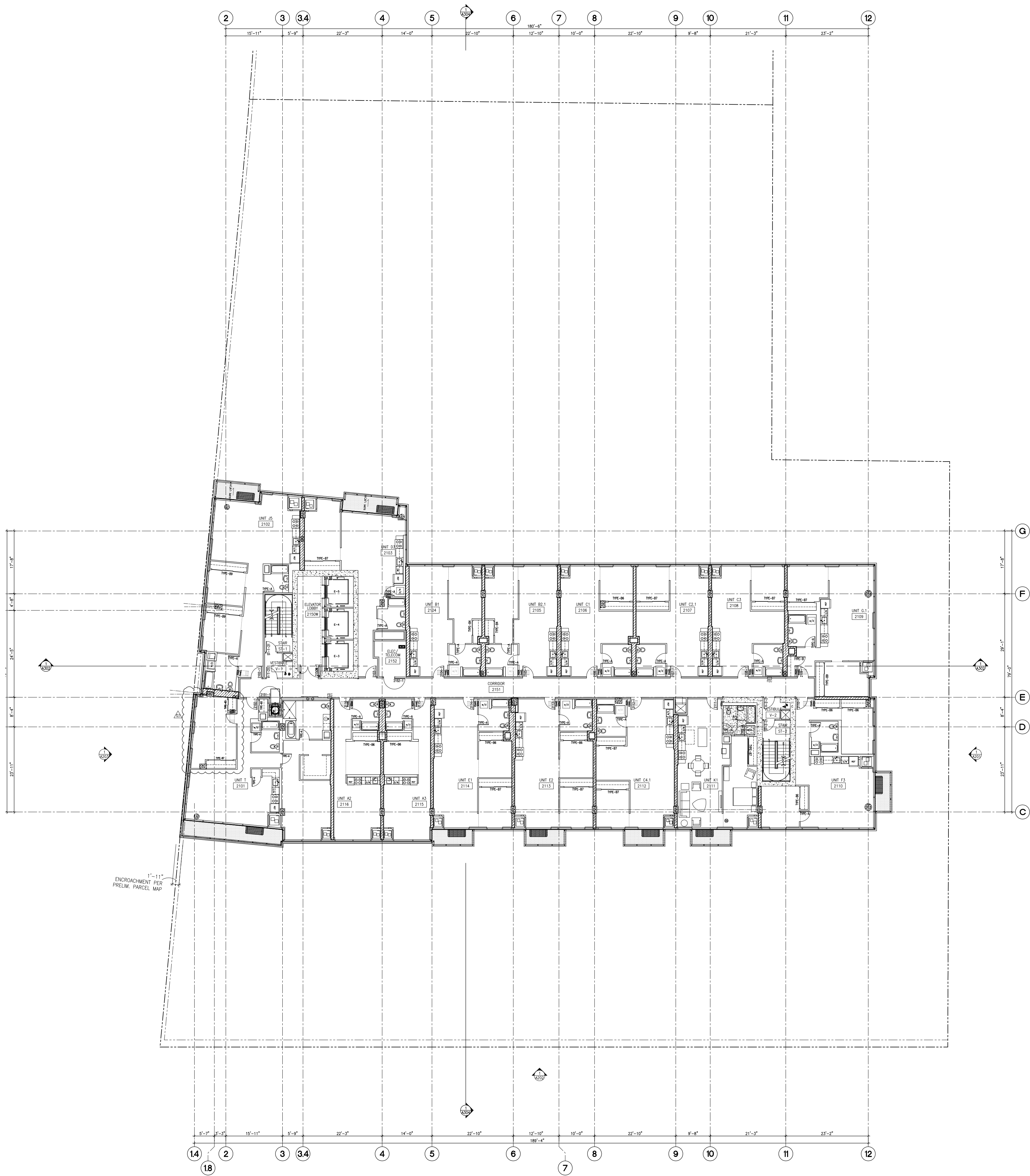


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Aug 24, 2016 4:05pm



1 FLOOR PLAN - LEVEL L10 (LEVELS: 8-10,13-15,18-20)  
SCALE 1/16" = 1'-0"

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File name: A-121.1  
Project # 20065009  
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Revisions:

LEVEL 121  
FLOOR PLAN

A121

25 JULY 2018

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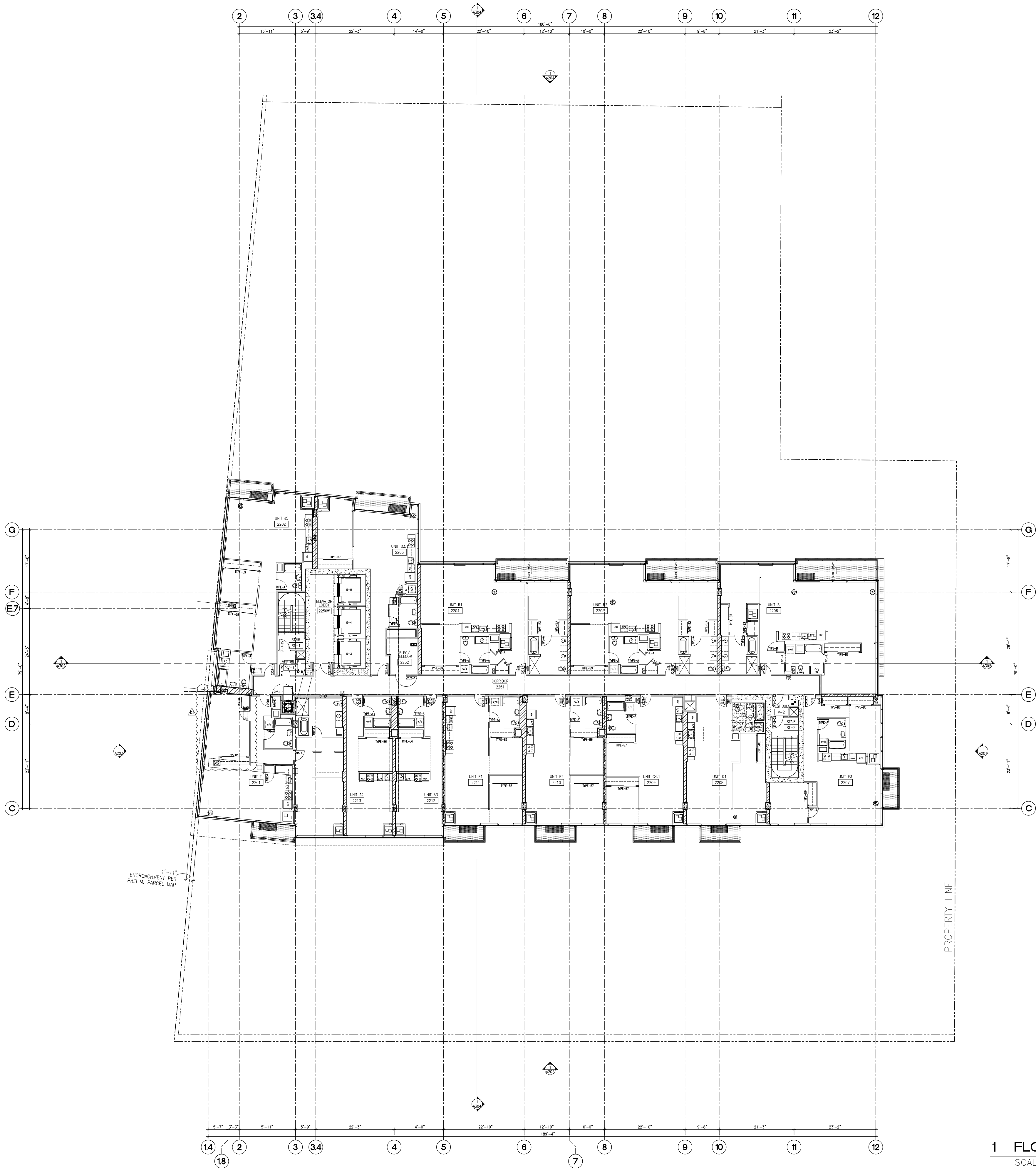
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1 FLOOR PLAN - LEVEL L22  
SCALE 1/16" = 1'-0"



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Revisions:

LEVEL L22  
FLOOR PLAN

File name: A-122.1  
Project # 20065009

**A122**  
Date: 25 JULY 2018

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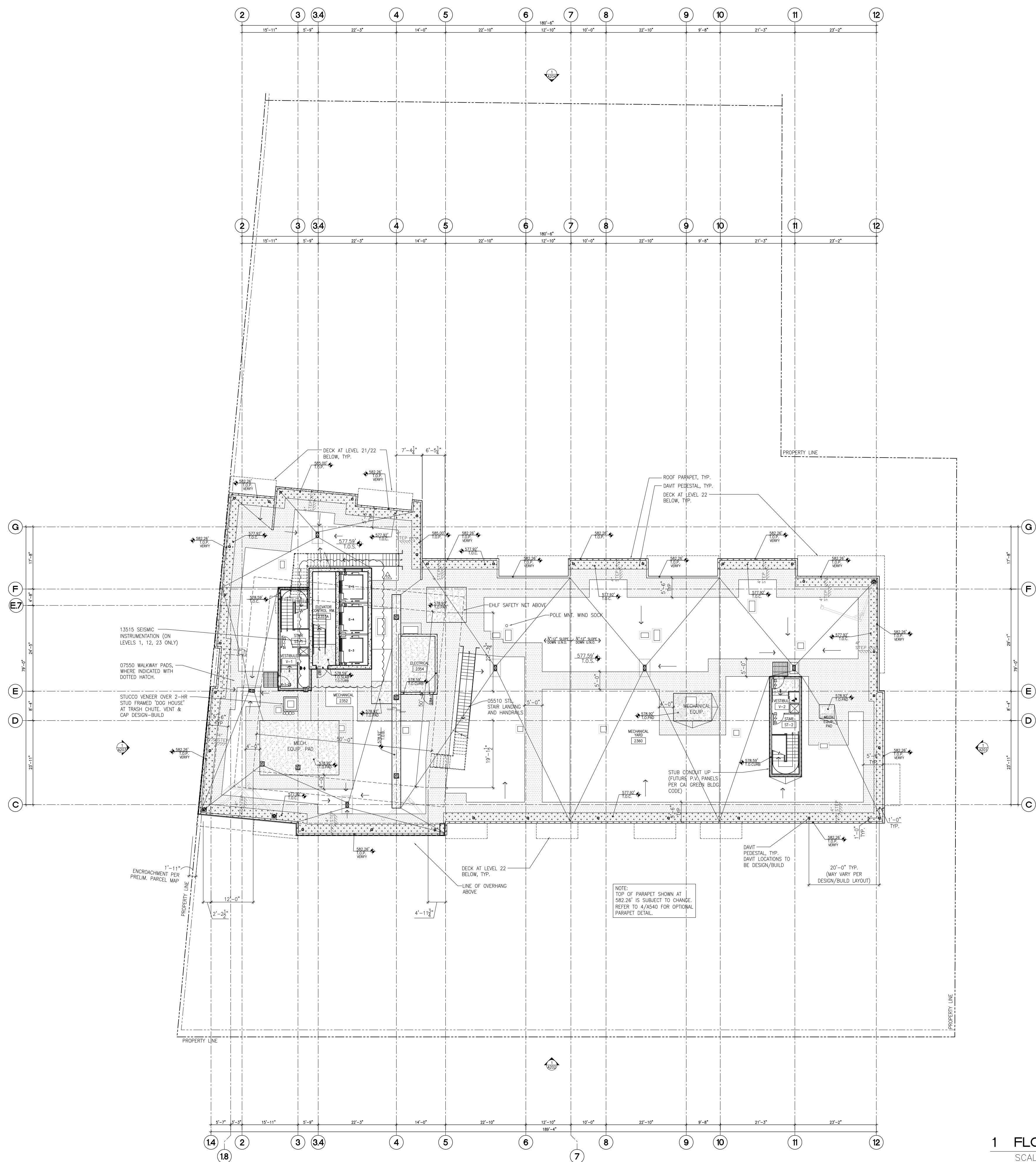
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ENTIREMENT SET  
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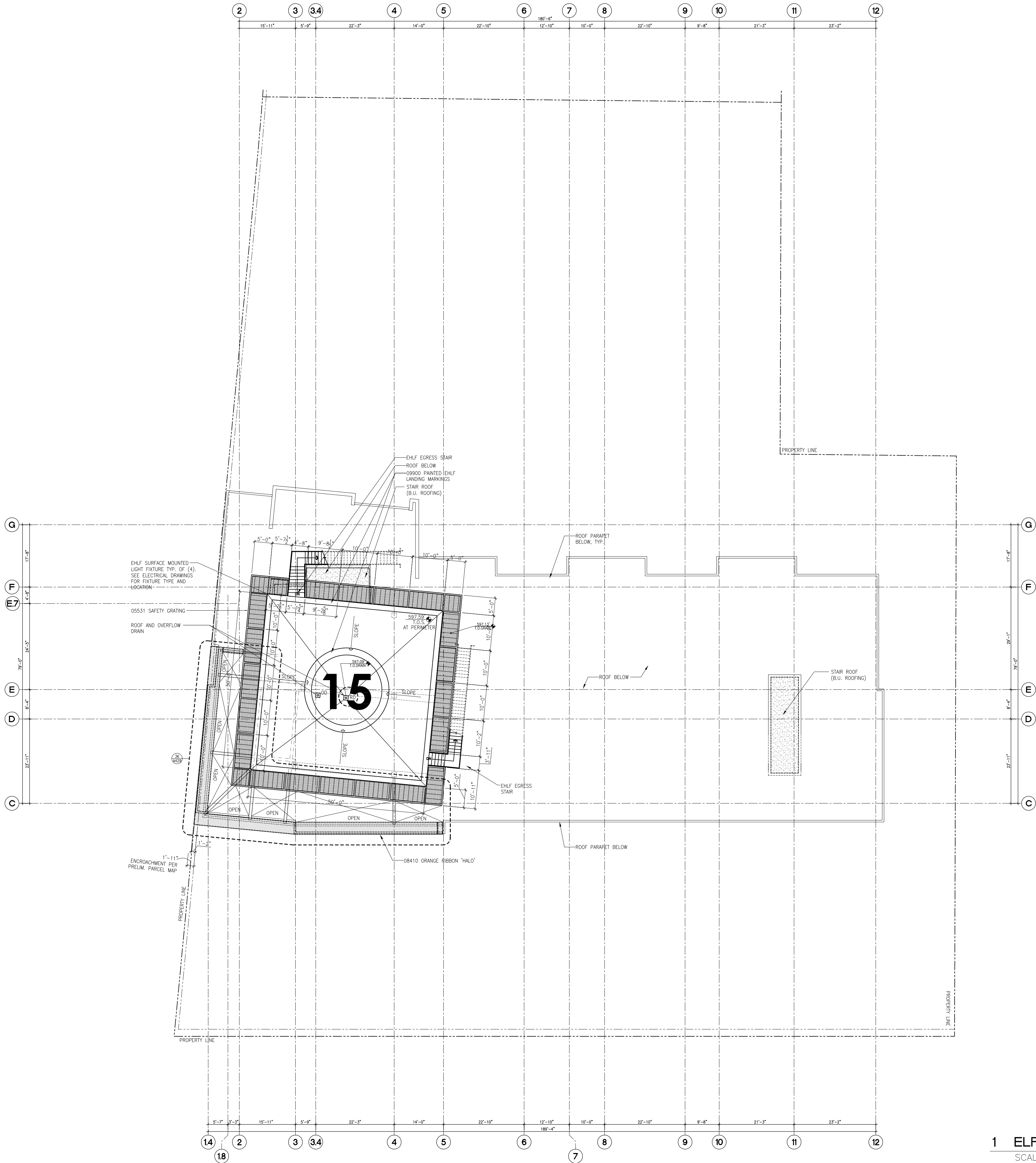




1 FLOOR PLAN - ROOF LEVEL L23  
SCALE 1/16" = 1'-0"



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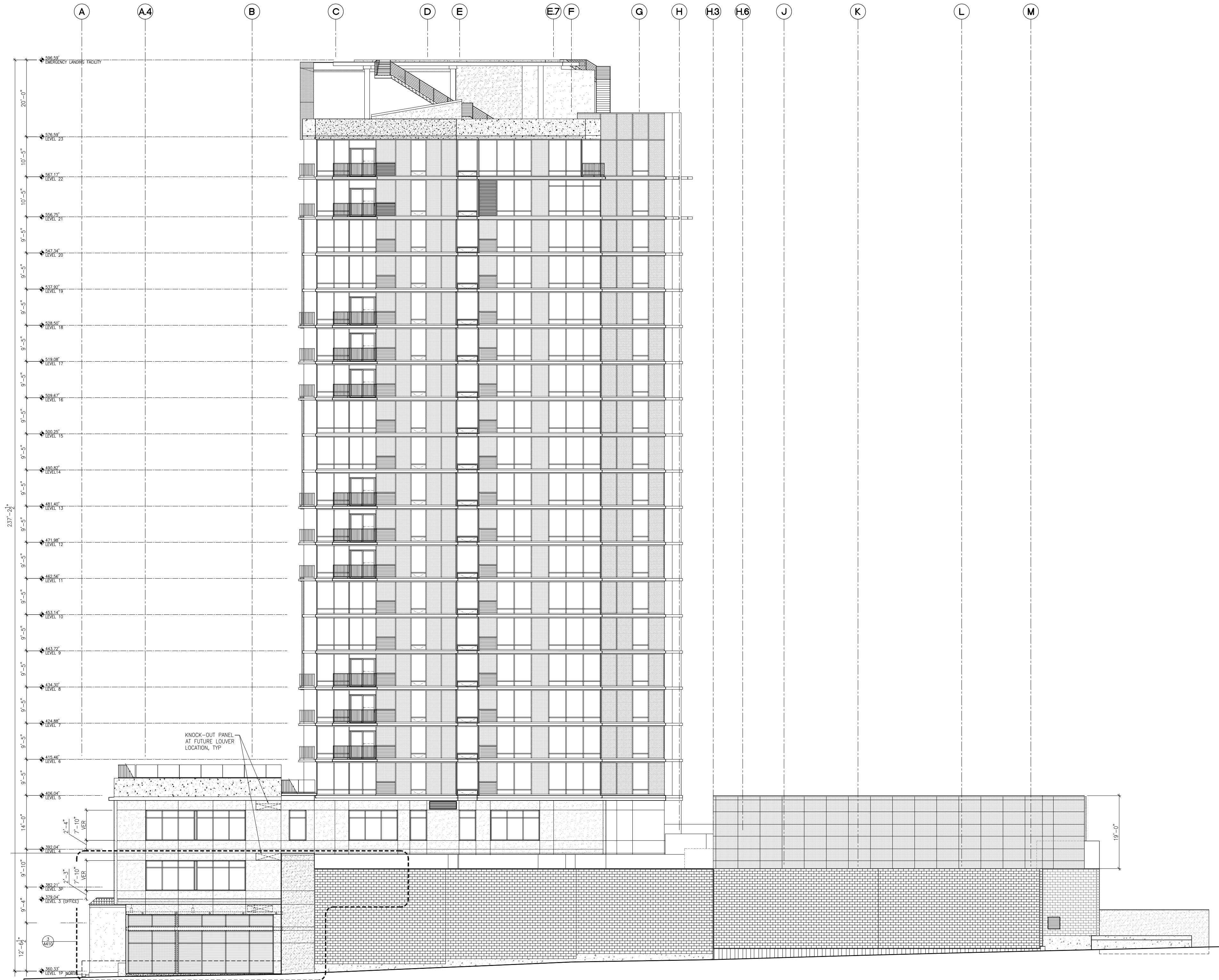


1 ELF PLAN - LEVEL L24  
SCALE 1/16" = 1'-0"





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24 JUL 2018 14:14:01



1 EAST EXTERIOR ELEVATION

SCALE 1/16" = 1'-0"

## MATERIAL LEGEND

- MP1.0 FLUSH METAL WALL PANEL, COLOR #1  
"CHAMPAGNE GOLD"
- MP2.0 FLUSH METAL WALL PANEL, COLOR #2  
"MEDIUM GRAY"
- MP3.0 PTD. ALUM. PANEL, COLOR #3- ORANGE
- R-MT METAL RAILING SYSTEM
- IG IRON GRILLE (CUSTOM)
- CONC CAST-IN-PLACE CONCRETE, EXPOSED  
ARCHITECTURAL GRADE NATURAL FINISH
- CMU CMU BLOCK
- PLAS PLASTER/STUCCO - SMOOTH TROWEL FINISH
- CTR CLAY TILE ROOFING -  
PROFILE: "CORONA TAPERED MISSION"  
COLOR: "CANYON RED 2F23"
- CIGI INSULATED VISION GLASS-PPG SOLARBAN Z50,  
TYPICAL
- ML1 ALUM EXHAUST LOUVER, MATCH ADJ. COLOR
- W-WD WOOD WINDOW/DOOR- GLAZING TO MATCH  
BUILDING, TYP.
- GS GREEN SCREEN

WITH API

LICENSED CALIFORNIA ARCHITECT  
KEVIN P. JOHNSON C-30343

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PROJECT DEVELOPER  
5929 SUNSET (HOLLYWOOD), LLC

Revisions:

EAST  
EXTERIOR ELEVATION

File name: A-201  
Project # 20065009

A201

Date: 25 JULY 2018

GBD ARCHITECTS Incorporated

25 JULY 2018 ENTIREMENT SET WITH API



MP1.0) FLUSH METAL WALL PANEL, COLOR #1  
"CHAMPAGNE GOLD"

MP2.0) FLUSH METAL WALL PANEL, COLOR #2  
"MEDIUM GRAY"

MP3.0) PTD. ALUM. PANEL, COLOR #3- ORANGE

R-MT) METAL RAILING SYSTEM

IG) IRON GRILLE (CUSTOM)

CONC) CAST-IN-PLACE CONCRETE, EXPOSED  
ARCHITECTURAL GRADE NATURAL FINISH

CMU) CMU BLOCK

PLAS) PLASTER/STUCCO - SMOOTH TROWEL FINISH

CTR) CLAY TILE ROOFING -  
PROFILE: "CORONA TAPERED MISSION"  
COLOR: "CANYON RED 2F23"

CIGI) INSULATED VISION GLASS-PPG SOLARBAN Z50,  
TYPICAL

ML1) ALUM EXHAUST LOUVER, MATCH ADJ. COLOR

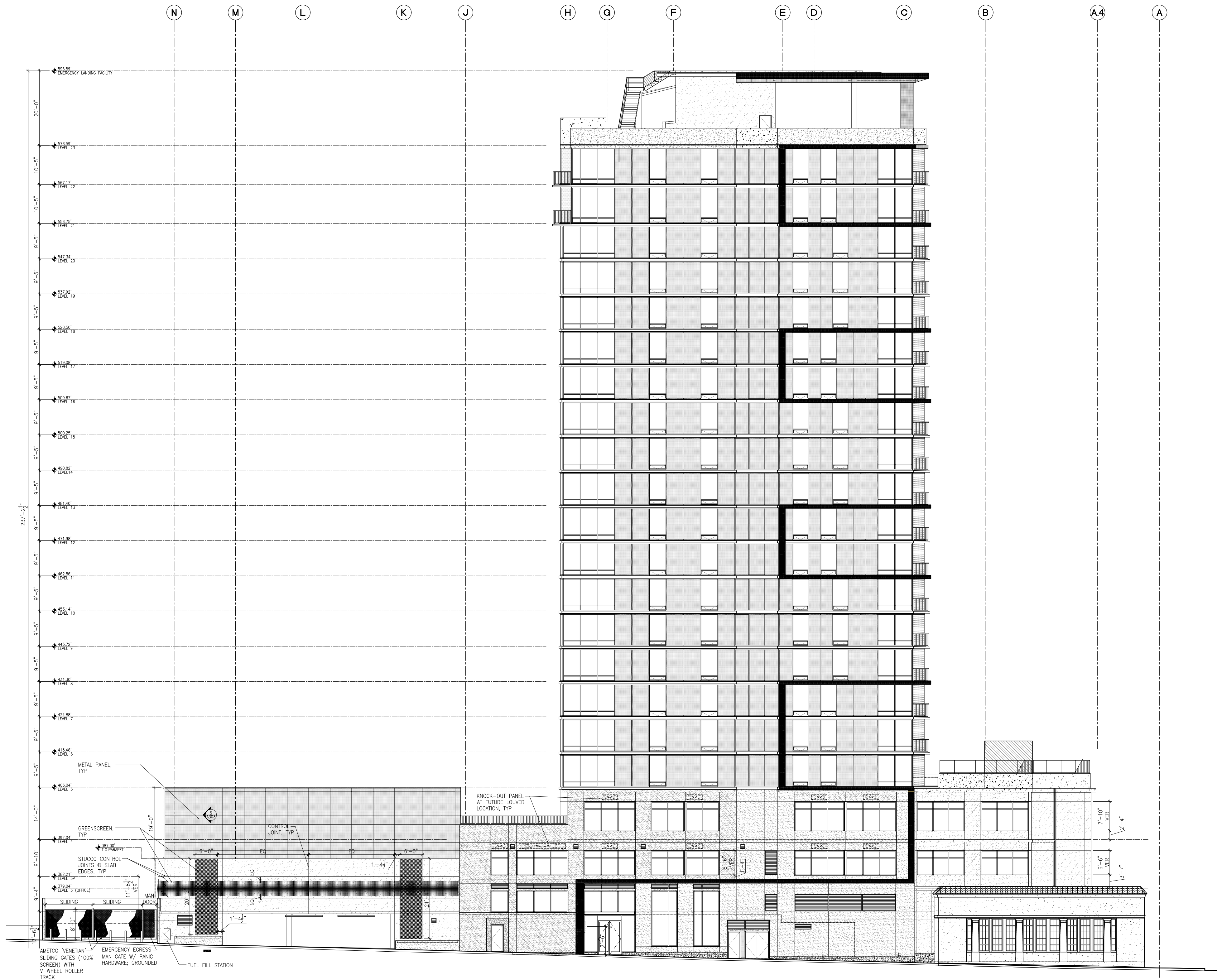
W-WD) WOOD WINDOW/DOOR- GLAZING TO MATCH  
BUILDING, TYP.

GS) GREEN SCREEN





CAD FILE: S:\2006\5000 Hollywood\500 Documents\501 Drawings\500 Exterior\Exterior Series\A-203.dwg  
Aug 24, 2017 10:55am



## MATERIAL LEGEND

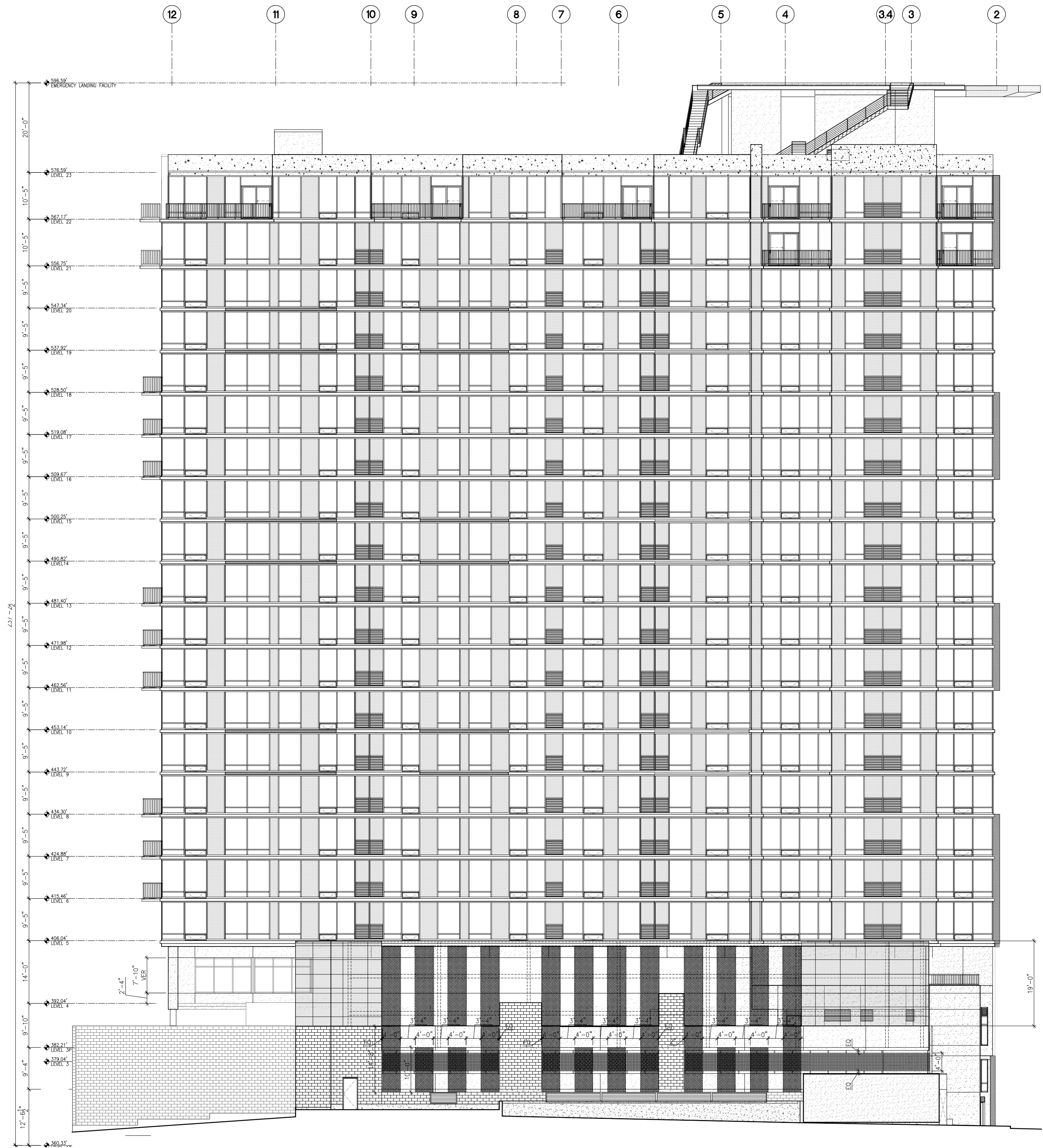
- MP1.0 FLUSH METAL WALL PANEL, COLOR #1  
"CHAMPAGNE GOLD"
- MP2.0 FLUSH METAL WALL PANEL, COLOR #2  
"MEDIUM GRAY"
- MP3.0 PTD. ALUM. PANEL, COLOR #3-- ORANGE
- R-MT METAL RAILING SYSTEM
- IG IRON GRILLE (CUSTOM)
- CONC CAST-IN-PLACE CONCRETE, EXPOSED  
ARCHITECTURAL GRADE NATURAL FINISH
- CMU CMU BLOCK
- PLAS PLASTER/STUCCO -- SMOOTH TROWEL FINISH
- CTR CLAY TILE ROOFING --  
PROFILE: "CORONA TAPERED MISSION"  
COLOR: "CANYON RED 2F23"
- CIGI INSULATED VISION GLASS--PPG SOLARBAN Z50,  
TYPICAL
- ML1 ALUM EXHAUST LOUVER, MATCH ADJ. COLOR
- W-WD WOOD WINDOW/DOOR-- GLAZING TO MATCH  
BUILDING, TYP.
- GS GREEN SCREEN

### 1 WEST EXTERIOR ELEVATION

SCALE 1/16" = 1'-0"



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24 JUL 2018 11:47:24AM

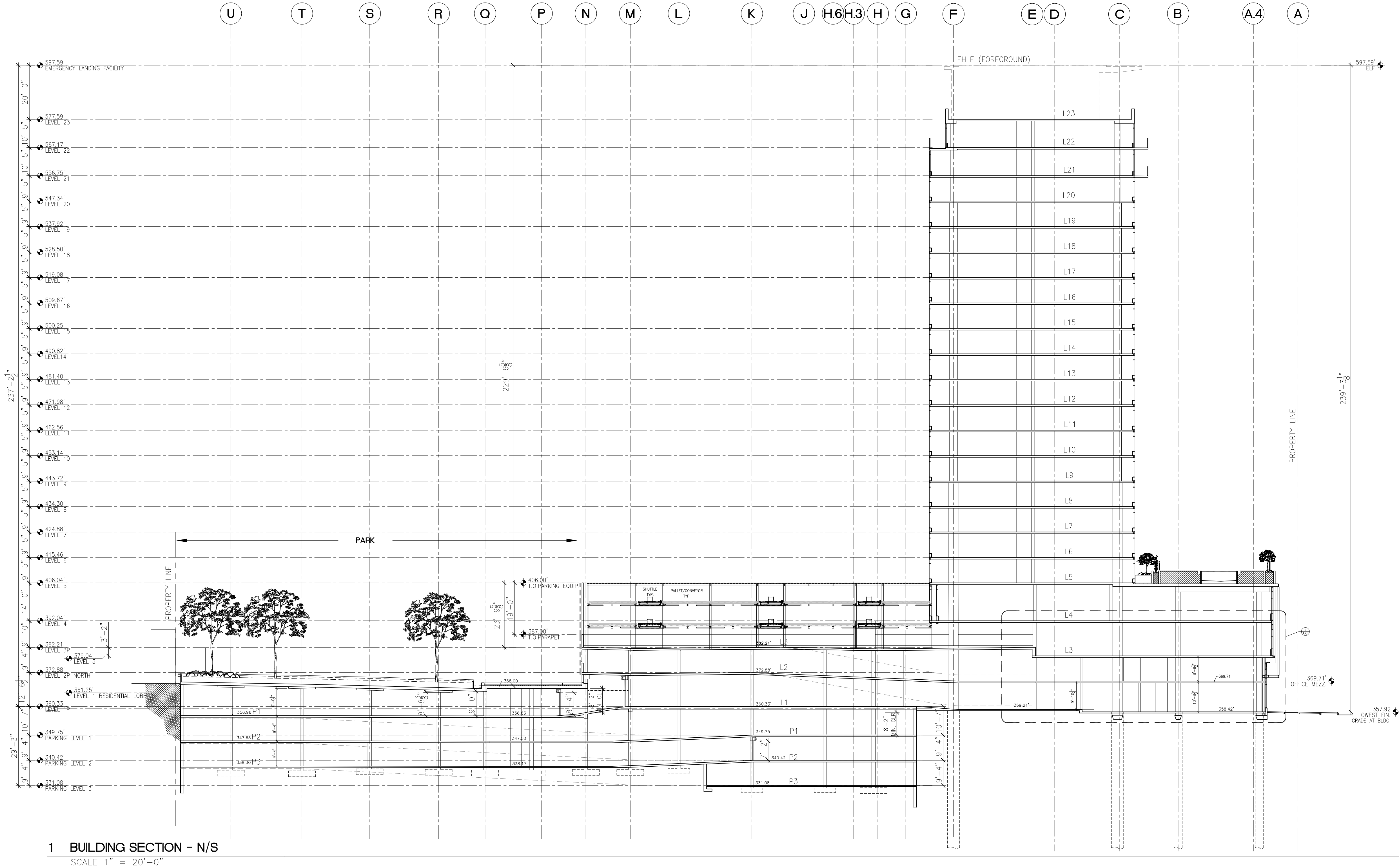


1 NORTH EXTERIOR ELEVATION  
SCALE 1/16" = 1'-0"

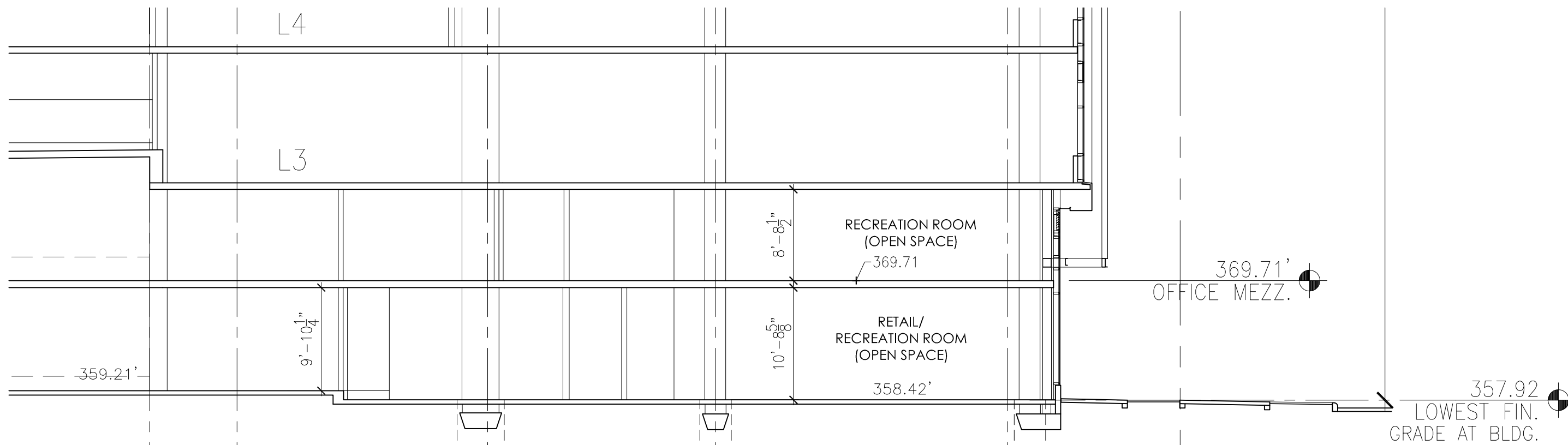
## MATERIAL LEGEND

- MP1.0 FLUSH METAL WALL PANEL, COLOR #1  
"CHAMPAGNE GOLD"
- MP2.0 FLUSH METAL WALL PANEL, COLOR #2  
"MEDIUM GRAY"
- MP3.0 PTD. ALUM. PANEL, COLOR #3- ORANGE
- R-MT METAL RAILING SYSTEM
- IG IRON GRILLE (CUSTOM)
- CONC CAST-IN-PLACE CONCRETE, EXPOSED  
ARCHITECTURAL GRADE NATURAL FINISH
- CMU CMU BLOCK
- PLAS PLASTER/STUCCO - SMOOTH TROWEL FINISH
- CTR CLAY TILE ROOFING -  
PROFILE: "CORONA TAPERED MISSION"  
COLOR: "CANYON RED 2F23"
- CIGI INSULATED VISION GLASS-PPG SOLARBAN Z50,  
TYPICAL
- ML1 ALUM EXHAUST LOUVER, MATCH ADJ. COLOR
- W-WD WOOD WINDOW/DOOR- GLAZING TO MATCH  
BUILDING, TYP.
- GS GREEN SCREEN





1 BUILDING SECTION - N/S  
SCALE 1" = 20'-0"



2 BUILDING SECTION - N/S  
SCALE 1" = 10'-0"

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WITH API  
ENTIREMENT SET

LICENSED CALIFORNIA ARCHITECT  
KEVIN P. JOHNSON C-36343

GBD

GBD Architects, Incorporated  
1120 NW Couch St.  
Ste. 300  
Portland, OR 97209  
Tel. (503) 224-8656  
gbdarchitects.com  
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SUNSET  
5929 SUNSET (HOLLYWOOD), LLC  
4700 WILSHIRE BOULEVARD  
LOS ANGELES, CALIFORNIA 90010

PROJECT DEVELOPER  
5929 SUNSET (HOLLYWOOD), LLC

Revisions:

BUILDING SECTION - N/S

File name: A-301

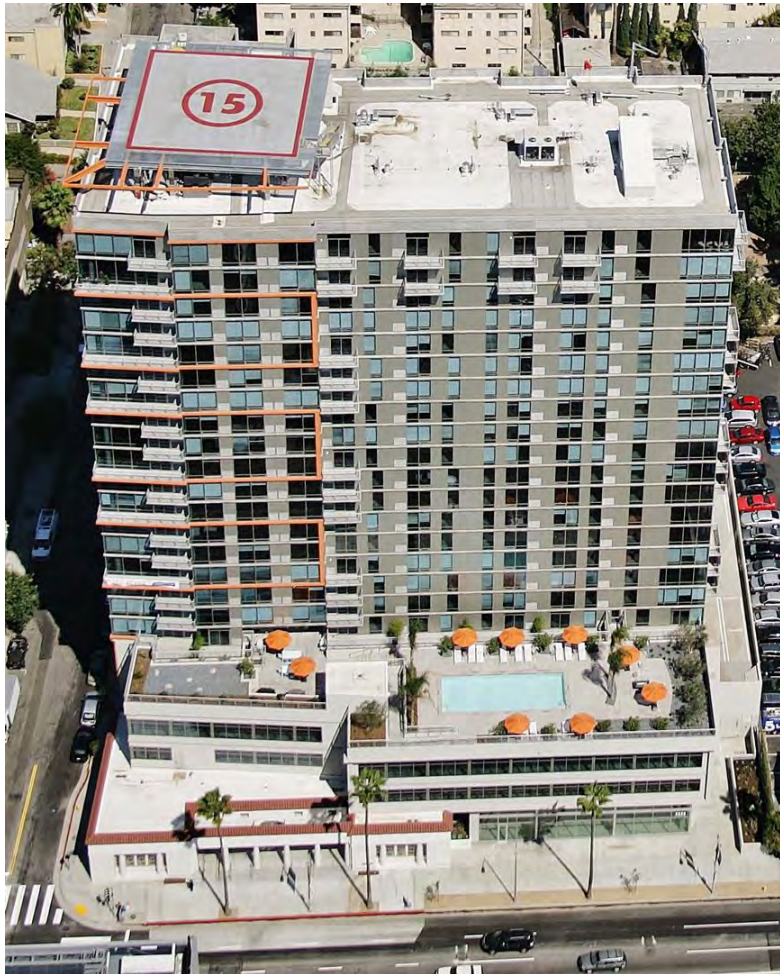
Project # 20065009

Date: 25 JULY 2018

25 JULY 2018 ENTIREMENT SET

GBDARCHITECTS Incorporated





SOUTH ELEVATION - (SUNSET BLVD.)



SE CORNER /EAST ELEVATION - (SUNSET BLVD.)



NORTH ELEVATION



SW CORNER / WEST ELEVATION - (SUNSET BLVD.)



SW CORNER / SOUTH ELEVATION (TOWER)

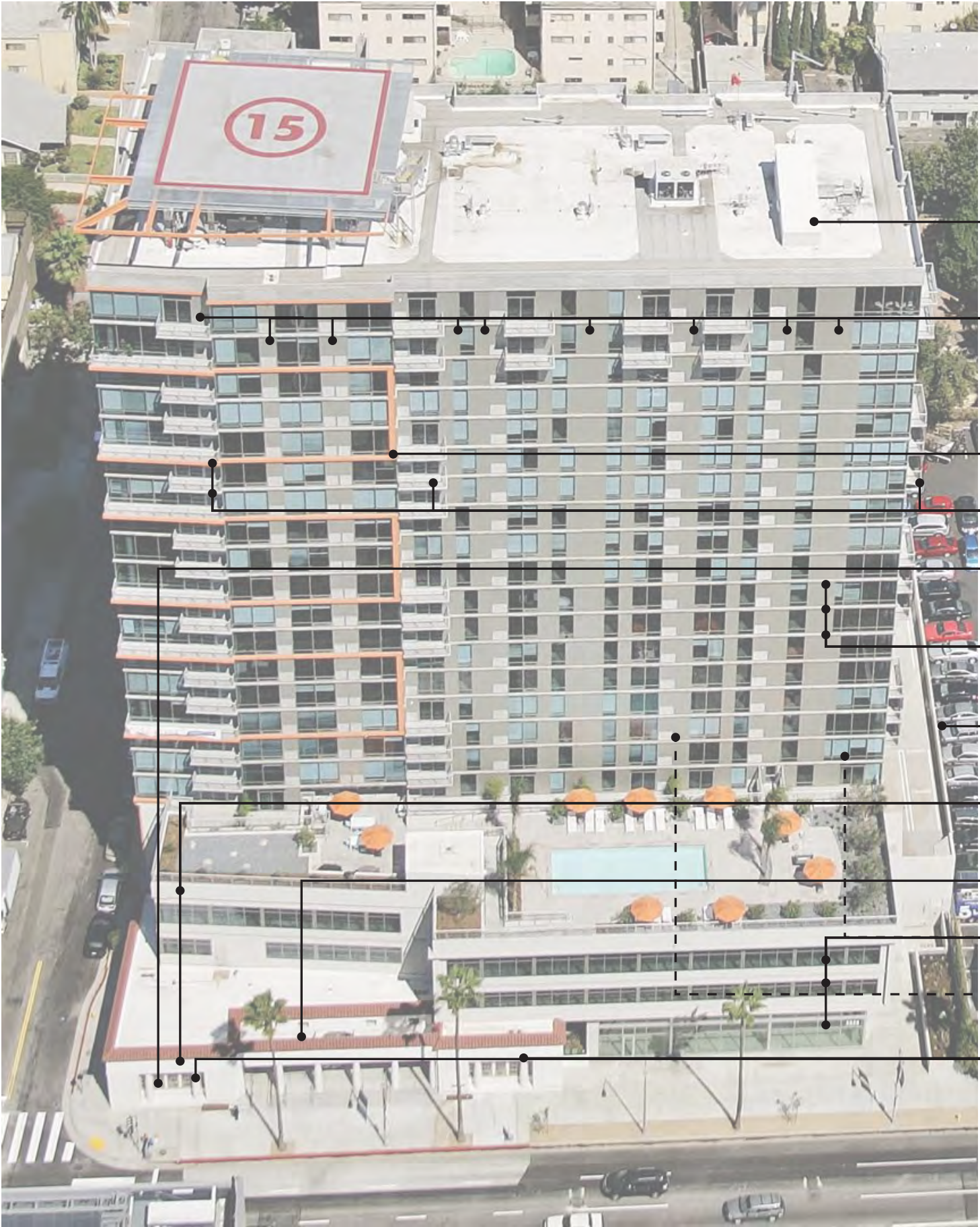


SW CORNER (PODIUM) - (SUNSET BLVD.+ GORDON ST.)



MATERIAL LEGEND

- MP1.0 FLUSH METAL WALL PANEL, COLOR #1 "CHAMPAGNE GOLD"
- MP2.0 FLUSH METAL WALL PANEL, COLOR #2 "MEDIUM GRAY"
- MP3.0 PTD. ALUM. PANEL, COLOR #3- ORANGE
- R-MT METAL RAILING SYSTEM
- IG IRON GRILLE (CUSTOM)
- CONC CAST-IN-PLACE CONCRETE, EXPOSED ARCHITECTURAL GRADE NATURAL FINISH
- CMU CMU BLOCK
- PLAS PLASTER/STUCCO - SMOOTH TROWEL FINISH
- CTR CLAY TILE ROOFING - PROFILE: "CORONA TAPERED MISSION" COLOR: "CANYON RED 2F23"
- CIGI INSULATED VISION GLASS-PPG SOLARBAN Z50, TYPICAL
- ML1 ALUM EXHAUST LOUVER, MATCH ADJ. COLOR
- W-WD WOOD WINDOW/DOOR- GLAZING TO MATCH BUILDING, TYP.
- GS GREEN SCREEN



SOUTH ELEVATION - (SUNSET BLVD.)

- PLAS PLASTER- "LIGHT/WARM GRAY"
- MP1.0 METAL PANEL- "CHAMPAGNE GOLD"
- MP2.0 METAL PANEL- "MEDIUM GRAY"  
- EAST AND WEST ELEVATIONS- INSET AREAS ONLY
- MP3.0 PTD. ALUM. PANEL- "ORANGE"
- R-MT METAL RAILING- LT. GRAY  
- TYP. ALL ELEVATIONS
- IG IRON GRILLE (HISTORIC PROFILE TO MATCH EXIST.- BLACK)  
- PEERLESS BLDG. ONLY.
- CONC CONCRETE- NATURAL  
- CONC. SLAB EDGE AND BASE, TYP.
- CMU CMU BLOCK  
- EAST AND NORTH ELEVATIONS.
- PLAS PLASTER- "LIGHT/WARM GRAY"  
- PODIUM ONLY
- CTR CLAY TILE ROOFING  
- TYP. - PEERLESS BLDG. ONLY
- CIGI INSULATED VISION GLASS- SOLARBAN Z50 /ALUM. GRAY FRAME  
- TYP. ALL ELEVATIONS
- ML1 ALUM. EXHAUST LOUVER- MATCH ADJ. COLOR  
- TYP. ALL ELEVATIONS
- W-WD WOOD WINDOW/DOOR- GLAZING TO MATCH BLDG.  
- PEERLESS BLDG. ONLY.
- GS GREEN SCREEN- NATURAL STEEL COLOR  
- WEST AND NORTH ELEVATIONS ONLY



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Aug 24, 2016 11:41 AM



EXISTING



PROPOSED

|                 |             |  |  |             |
|-----------------|-------------|--|--|-------------|
| PROJECT         | DATE        | CLIENT   | DRAWING  | PREPARED BY |
| SUNSET + GORDON | 15 MAY 2015 | 5929 SUNSET (HOLLYWOOD), LLC<br>4700 Wilshire Boulevard<br>Los Angeles, CA 90010 | CONCEPT RENDERING <i>Parking Garage- Gordon Street</i> | GBD         |



EXISTING



PROPOSED

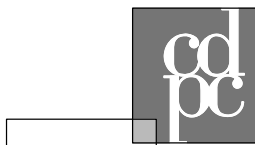
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| PROJECT         | DATE        | CLIENT   | DRAWING  | PREPARED BY |
| SUNSET + GORDON | 15 MAY 2015 | 5929 SUNSET (HOLLYWOOD), LLC<br>4700 Wilshire Boulevard<br>Los Angeles, CA 90010 | CONCEPT RENDERING <i>Parking Garage- North (Facing Park)</i> | GBD         |



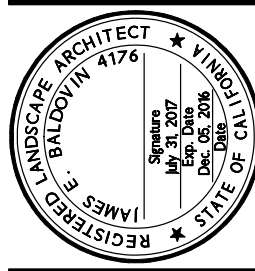
GBD  
GBD Architects, Incorporated  
1120 NW Couch St.  
Ste. 300  
Portland, OR 97209  
Tel. (503) 224-9656  
gbdarchitects.com  
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GBD Architects, Incorporated  
1120 NW Couch St.  
Ste. 300  
Portland, OR 97209  
Tel. (503) 224-9656  
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3100-C Apple Court ST  
Boulder, CO 80501  
303.440.1234  
303.440.1235  
www.cdpcinc.com



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HOLLYWOOD  
LOS ANGELES, CA 90028

PROJECT DEVELOPER  
3929 SUNSET (HOLLYWOOD), LLC

Revisions:

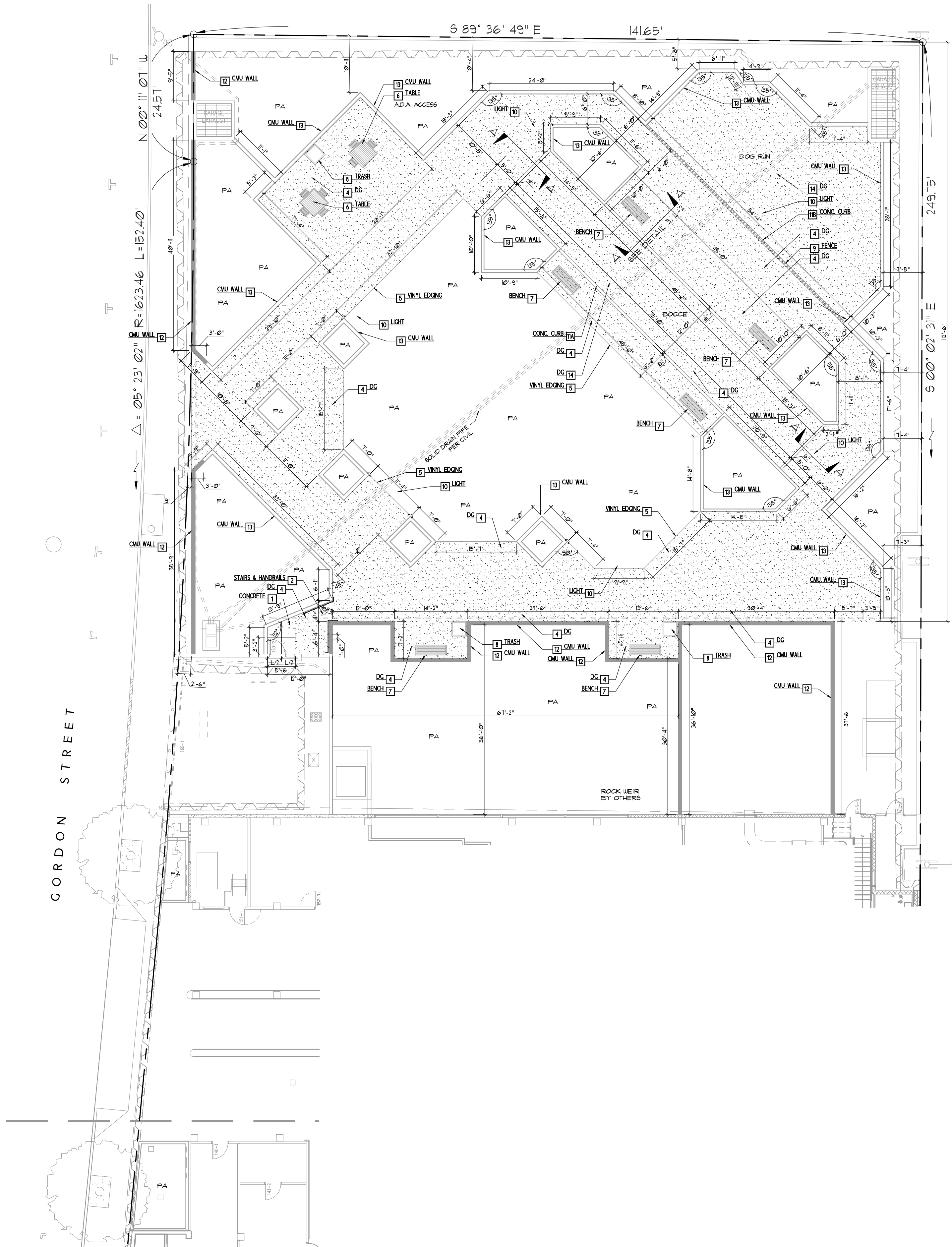
PARK CONSTRUCTION PLAN

1/8"=1'-0"  
File name:  
Project # 20065010

L101

Date: 25 JULY 2018

\*\*\* GBDARCHITECTS Incorporated



| CONSTRUCTION KEY  | DETAIL SHEET #  |
|---|---|
| 1 4" NATURAL COLOR CONCRETE STOOD, SAUGHT AND EXPANSION JOINT PATTERN AS SHOWN<br>- FINISH LIGHT BROOK<br>- 600MM EDGET (4) 14" DOUELS @ 16" O.C. WITH A MINIMUM OF (4) FOUR UNDER THE DOOR. NO DOUELS REQUIRED AT CUT TO THE WEST OR NORTH<br>- REINFORCE WITH #4 REBAR AT 18" O.C.                        | 12 55-03  |
| 2 NATURAL COLOR CONCRETE STAIRS.<br>- FINISH LIGHT BROOK<br>- 3" x 6" RISERS AND 2" 12" TREADS<br>- HANDRAILS (PER DETAIL OR SIMILAR)   | 30 11 A30-0<br>55-02 1, 25 4 26 A30-0                           |
| 4 DG - STABILIZED DECOMPOSED GRANITE PAVING<br>COLOR: GRAY<br>AVAILABLE THROUGH GAIL MATERIALS (95) 661-8106<br>REFER TO SPECIFICATIONS FOR STONE PARTICLE SCREENING AND BINDER REQUIREMENTS. CONTRACTOR TO SUBMIT A PHYSICAL SAMPLE AS WELL AS A WRITTEN SPECIFICATION FOR APPROVAL PRIOR TO CONSTRUCTION. | 3 4 5 L-3   |
| 5 VINYL EDGING<br>TO BE VINYL OR A SIMILAR SOFT MATERIAL.<br>CONTRACTOR TO PROVIDE SUBMITTAL FOR APPROVAL.  |   |
| 6 TABLE<br>TO BE SELECTED BY OWNER  |   |
| 7 BENCH<br>TO BE SELECTED BY OWNER  | 4 L-3   |
| 8 TRASH RECEPTACLE<br>TO BE SELECTED BY OWNER   |   |
| 9 FENCE - ALTERNATE<br>2' HIGH CHAIN LINK FENCE ATTACHED TO CURB, NO GATE   | 1 L-3   |
| 10 LIGHTING STANDARDS FOR INFORMATION ONLY. SEE ELECTRICAL ENGINEER'S PLAN.   |   |
| 11A CONCRETE CURB   | 2 4 3 L-3   |
| 11B 6"x6" CONCRETE CURB   |   |
| 12 CONCRETE BLOCK WALLS TO STRUCTURAL SLAB<br>8"x8"x8" PRECISION BLOCK<br>FINISH COLOR AND TEXTURE TO BE DETERMINED.  | SEE STRUCTURAL ENGINEER'S CALCULATIONS FOR CONSTRUCTION OF WALL |
| 13 CONCRETE BLOCK WALLS - FLOATING<br>6"x8"x8" PRECISION BLOCK<br>FINISH COLOR AND TEXTURE TO BE DETERMINED.  | SEE STRUCTURAL ENGINEER'S CALCULATIONS FOR CONSTRUCTION OF WALL |
| 14 DG - STABILIZED DECOMPOSED GRANITE PAVING<br>COLOR: TAN<br>AVAILABLE THROUGH GAIL MATERIALS (95) 661-8106<br>REFER TO SPECIFICATIONS FOR STONE PARTICLE SCREENING AND BINDER REQUIREMENTS. CONTRACTOR TO SUBMIT A PHYSICAL SAMPLE AS WELL AS A WRITTEN SPECIFICATION FOR APPROVAL PRIOR TO CONSTRUCTION. | 2, 3 4 5 L-3  |
| 15 PLANTER<br>PRE-FABRICATED 24" W x 36" L x 36" H CONCRETE PLANTER<br>TO BE PROVIDED BY OWNER. PROVIDE IRRIGATION.   |   |

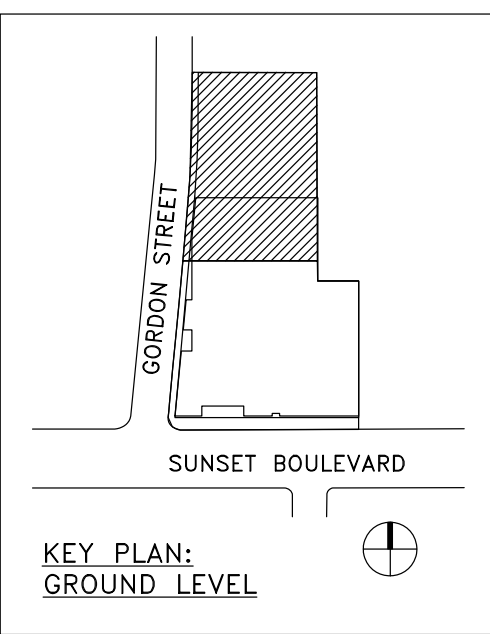
NOTE: CONTRACTOR TO FOUR 36"x36" SAMPLE OF EACH HARDSCAPE TREATMENT ON-SITE FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. 48 HOUR P.N. NOTICE. SAMPLES SHALL REMAIN ON SITE FOR DURATION OF CONSTRUCTION FOR COMPARATIVE PURPOSES.

NOTE: SIDEWALK LAYOUT, CURBS, RAMPS, WALLS, SUBSURFACE & SURFACE GRADING & DRAINAGE INFORMATION PER CIVIL ENGINEER'S PLANS. COLOR FINISH, AND CONTROL JOINTS PER THESE PLANS.

| LEGEND  |   |
|---------|---|
| F.O.B.  | FACE OF BUILDING                            |
| F.O.W.  | FACE OF WALL                                |
| F.O.C.  | FACE OF CURB                                |
| REF.    | REFERENCE LINE                              |
| TYP.    | TYPICAL                                     |
| R.      | RADIUS                                      |
| P.A.    | PLANTING AREA                               |
| EQ. EQ. | EQUAL DIMENSION                             |
| P.C.    | POINT OF CURVATURE                          |
| P.T.    | POINT OF TANGENCY                           |
| P.O.B.  | POINT OF BEGINNING                          |
| AL.     | ALIGN                                       |
| L"      | LENGTH DIVIDED BY NUMBER IN FEET AND INCHES |

1-888-90-BELOW  
CALL BEFORE YOU DIG.

DIAL TOLL FREE  
1-800-227-2600  
AT LEAST TWO DAYS  
BEFORE YOU DIG  
UNDERGROUND SERVICE ALERT (USA)



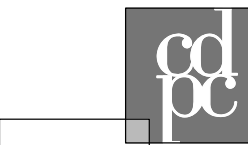
CORRE: SUPERVISOR  
Date: 05.2018 - 11:00am



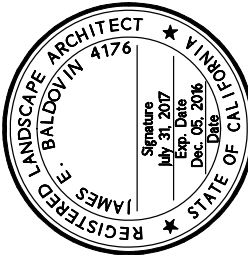
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LICENSED CALIFORNIA ARCHITECT  
KEVIN P. JOHNSON C-33343

GBD

GBD Architects, Incorporated  
1120 NW Couch St.  
Ste. 300  
Portland, OR 97209  
Tel. (503) 224-9656  
gbdarchitects.com  
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3195-C Appleton St.  
Suite One  
Corte Mera, CA 92503  
Tel. 951-281-7171  
Fax 951-281-7172  
www.cdpcinc.com  
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Design &  
Planning  
Company



5929 SUNSET BOULEVARD  
HOLLYWOOD  
LOS ANGELES, CA 90028

PROJECT DEVELOPER  
5929 SUNSET (HOLLYWOOD), LLC

Revisions:

GROUND LEVEL 1  
TREE PLANTING PLAN

1/8"=1'-0"  
File name:  
Project # 20065010

L301

Date: 25 JULY 2018

\*\*\* GBDARCHITECTS Incorporated

## PLANTING LEGEND

| TREES        |     |  |                         |                       |                 |
|--------------|-----|--|-------------------------|-----------------------|-----------------|
| Sym.         | Key | Botanical Name   | Common Name             | Size                  | NUCOLS Region 3 |
|              | A   | <i>Pistacia chinensis</i><br>Verify location marked on curb in parkway of Gordon Street by Urban Forestry Division, per Permit 264814.                       | Chinese Pistache        | 24" BOX               | Mod             |
|              | B   | <i>Platanus x acerifolia</i> 'Bloodgood'<br>Verify location marked on curb in parkway of Sunset Boulevard by Urban Forestry Division (4), per Permit 264814. | London Plane Tree       | 24" BOX               | Mod             |
|              |     | <i>Washingtonia robusta</i> (Existing)   | Mexican Fan Palm        | Existing              | Low             |
| GROUNDCOVERS |     |  |                         |                       |                 |
|              |     | <i>Lomandra hystrix</i> 'Tropical Belle'   | Tropical Belle Mat Rush | 1 1/2 gallon 18" p.p. | Low             |

## SIZING LEGEND

|  |                                   |  |                    |
|--|-----------------------------------|--|--------------------|
|  | 24" BOX                           |  | INDICATES QUANTITY |
|  | 36" BOX                           |  | INDICATES SPECIES  |
|  | INDICATES PALM<br>B.T.H. AS NOTED |  |                    |
| --- ROOT BARRIER TO BE INSTALLED PER DETAILS |                                   |  |                    |

**NOTE**  
GRAPHIC SYMBOLS TAKE PRECEDENCE OVER WRITTEN QUANTITIES AND KEYS ON PLAN.  
UNLESS OTHERWISE SHOWN, PLANTERS WILL BE MULCHED PER GROUNDCOVER PLANTING DETAIL, SHEET L-13

**PLANT MATERIAL APPROVAL**  
AFTER OBTAINING APPROVAL OF THE AGRICULTURAL SUITABILITY REPORT AND A MINIMUM OF TWO WEEKS PRIOR TO PLANTING, THE CONTRACTOR SHALL SUBMIT TO THE OWNER / OWNER'S REPRESENTATIVE PLANT MATERIAL PHOTOS FOR APPROVAL. IF REQUESTED BY THE OWNER, THE LANDSCAPE ARCHITECT WILL TAG THE TREE MATERIAL.

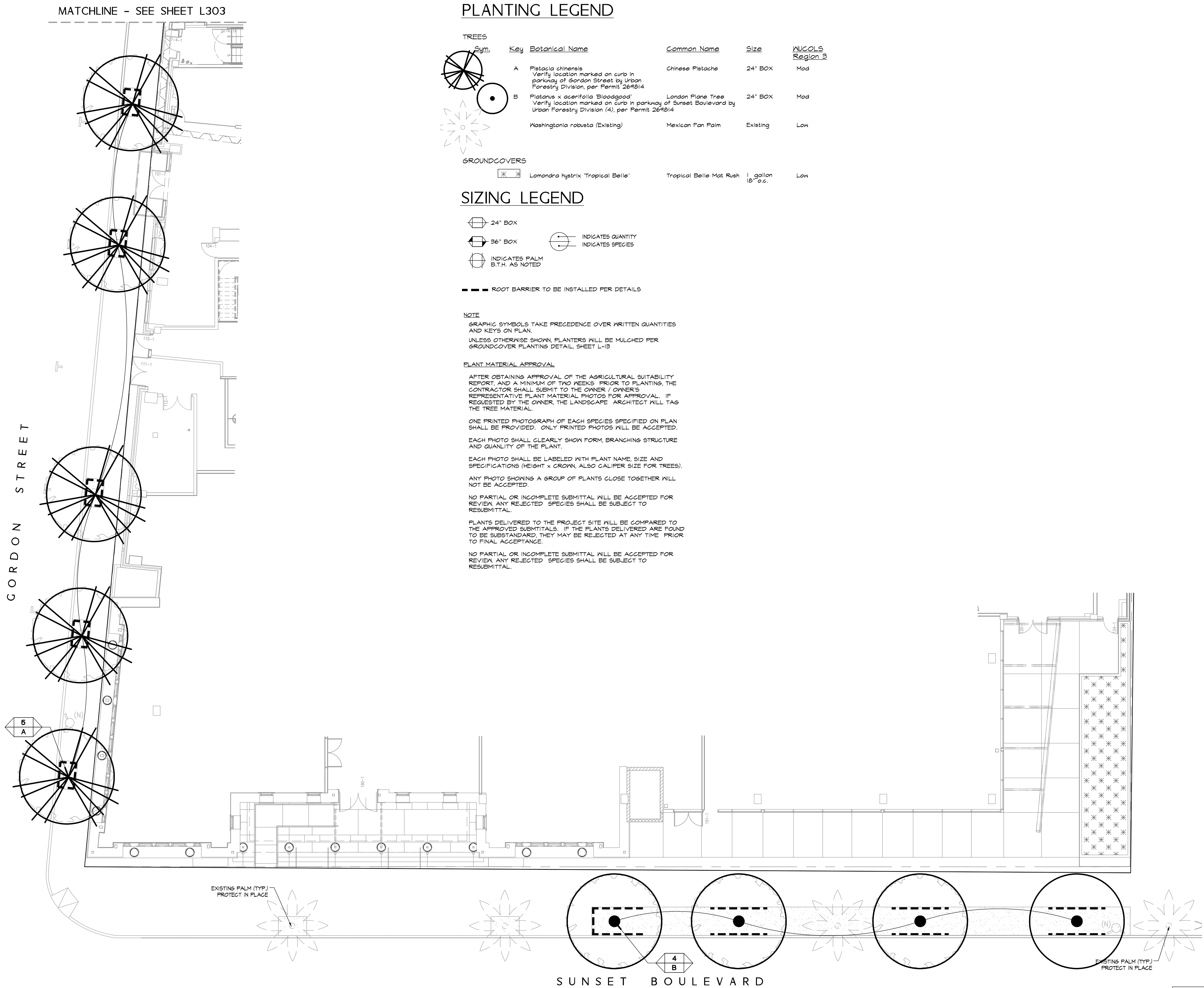
ONE PRINTED PHOTOGRAPH OF EACH SPECIES SPECIFIED ON PLAN SHALL BE PROVIDED. ONLY PRINTED PHOTOS WILL BE ACCEPTED. EACH PHOTO SHALL CLEARLY SHOW FORM, BRANCHING STRUCTURE AND QUANTITY OF THE PLANT.

EACH PHOTO SHALL BE LABELED WITH PLANT NAME, SIZE AND SPECIFICATIONS (HEIGHT x CROWN, ALSO CALIPER SIZE FOR TREES). ANY PHOTO SHOWING A GROUP OF PLANTS CLOSE TOGETHER WILL NOT BE ACCEPTED.

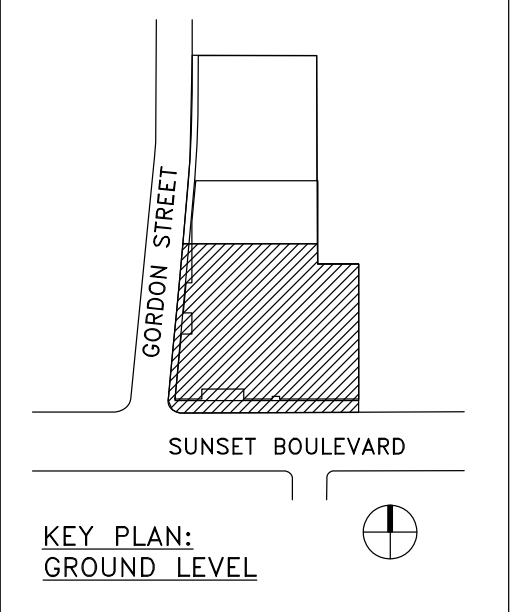
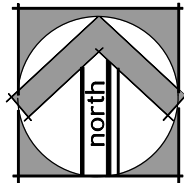
NO PARTIAL OR INCOMPLETE SUBMITTAL WILL BE ACCEPTED FOR REVIEW. ANY REJECTED SPECIES SHALL BE SUBJECT TO RESUBMITTAL.

PLANTS DELIVERED TO THE PROJECT SITE WILL BE COMPARED TO THE APPROVED SUBMITTALS. IF THE PLANTS DELIVERED ARE FOUND TO BE SUBSTANDARD, THEY MAY BE REJECTED AT ANY TIME PRIOR TO FINAL ACCEPTANCE.

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0' 4' 8' 16' 24'  
SCALE: 1/8"=1'-0"

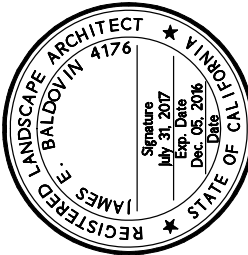


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KEVIN P. JOHNSON C-33343

GBD

GBD Architects, Incorporated  
1120 NW Couch St.  
Ste. 300  
Portland, OR 97209  
Tel. (503) 224-9656  
gbdarchitects.com  
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cdpc  
3195-C Airport Road, 1st  
Suite One  
Costa Mesa, CA 92626  
Tel. 949.287.1170  
Fax 949.287.1171  
www.cdpc.com  
Conceptual  
Design &  
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Company



Sunset  
5929 SUNSET BOULEVARD  
HOLLYWOOD  
LOS ANGELES, CA 90028

PROJECT DEVELOPER  
5929 SUNSET (HOLLYWOOD), LLC

Revisions:

GROUND LEVEL 1  
SHRUB PLANTING PLAN

1/8"=1'-0"  
File name:  
Project # 20065010

L302

Date: 25 JULY 2018

\*\*\* GBDARCHITECTS Incorporated

PLANTING LEGEND

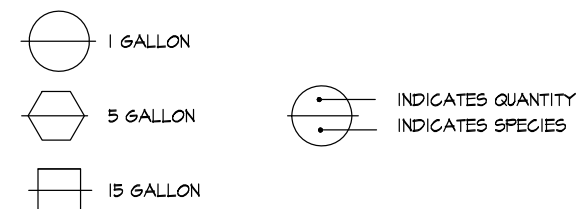
SHRUBS

| Sym. | Key | Botanical Name                       | Common Name                | Size      | MUCOLS<br>Region 3 |
|------|-----|--------------------------------------|----------------------------|-----------|--------------------|
| AA   | AA  | Agave americana                      | Century Plant              | 15 gallon | Low                |
| AB   | AB  | Agave attenuata                      | Agave                      | 5 gallon  | Low                |
| CS   | CS  | Cupressus sempervirens 'Tiny Tower'  | Tiny Tower Italian Cypress | 15 gallon | Low                |
| HP   | HP  | Helichrysum petiolare 'LimeLight'    | Licorice Plant             | 1 gallon  | Med                |
| PW   | PW  | Phormium 'Kings of Gold'             | New Zealand Flax           | 4" pots   | Med                |
| MV   | MV  | Myrtus communis 'Compacta Variegata' | Variegated Compact Myrtle  | 1 gallon  | Low                |
| PP   | PP  | Phormium 'Pink Stripes'              | New Zealand Flax           | 15 gallon | Low                |

VINES

|    |    |                       |            |          |     |
|----|----|-----------------------|------------|----------|-----|
| HV | HV | Hardenbergia violacea | Lilac Vine | 5 gallon | Med |
|----|----|-----------------------|------------|----------|-----|

SIZING LEGEND



NOTE

GRAPHIC SYMBOLS TAKE PRECEDENCE OVER WRITTEN QUANTITIES AND KEYS ON PLAN.

PLANT MATERIAL APPROVAL

AFTER OBTAINING APPROVAL OF THE AGRICULTURAL SUITABILITY REPORT, AND A MINIMUM OF TWO WEEKS PRIOR TO PLANTING, THE CONTRACTOR SHALL SUBMIT TO THE OWNER / OWNERS REPRESENTATIVE PLANT MATERIAL PHOTOS FOR APPROVAL. IF REQUESTED BY THE OWNER, THE LANDSCAPE ARCHITECT WILL TAG THE TREE MATERIAL.

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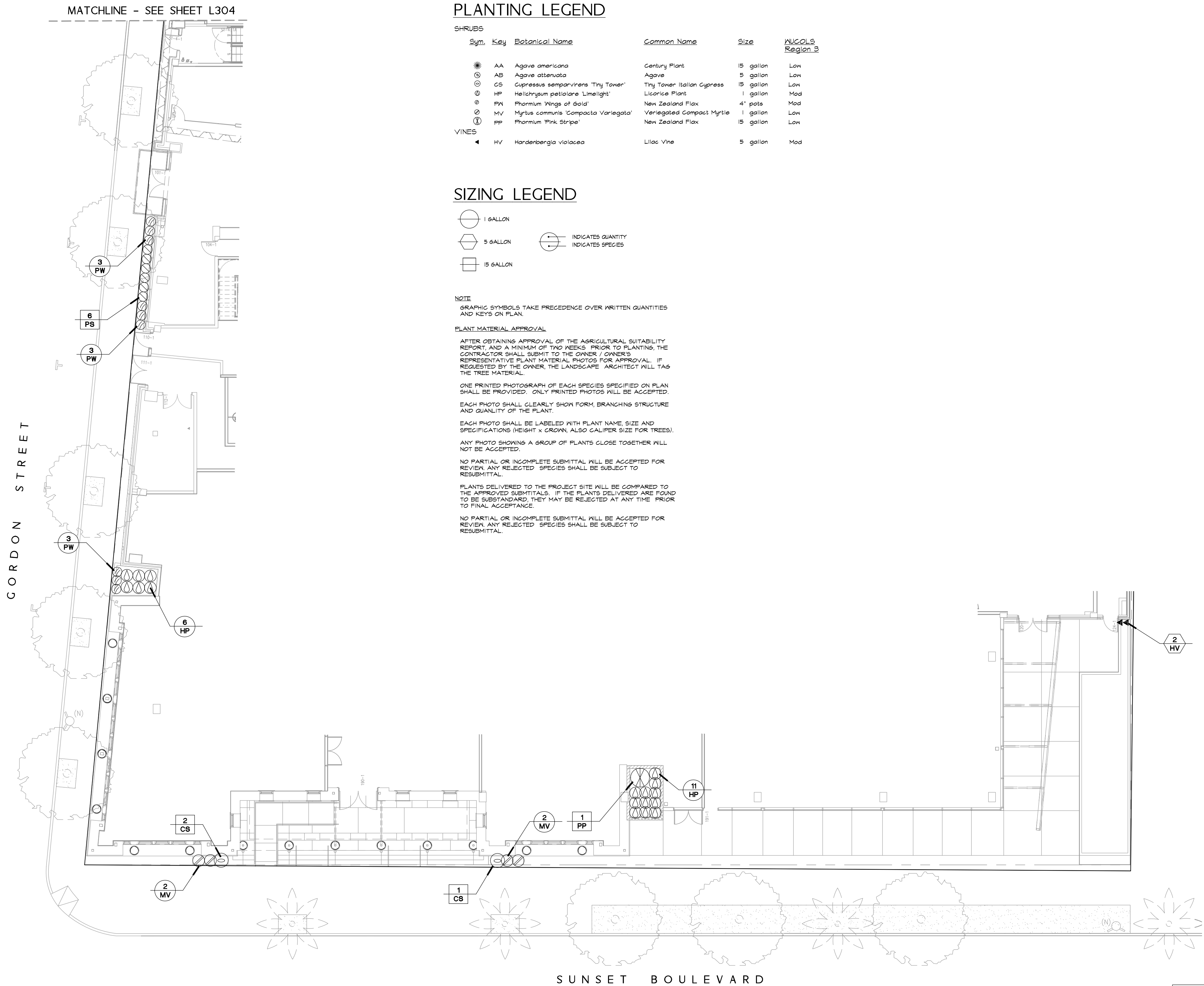
EACH PHOTO SHALL BE LABELED WITH PLANT NAME, SIZE AND SPECIFICATIONS (HEIGHT x CROWN, ALSO CALIPER SIZE FOR TREES).

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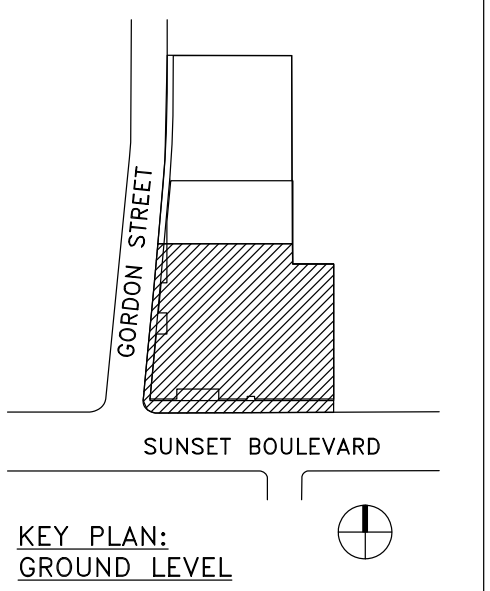
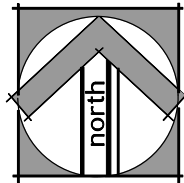
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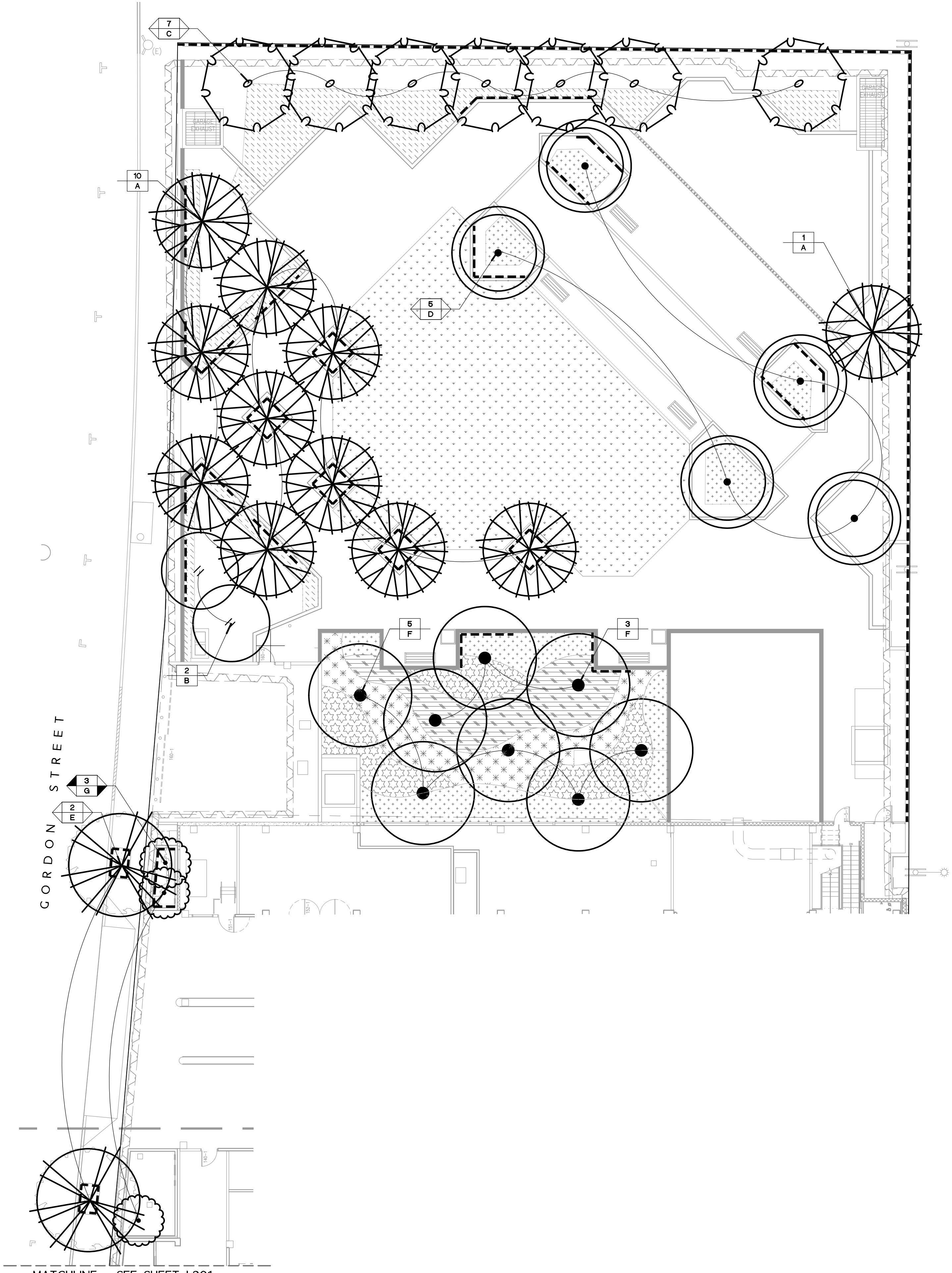


0' 4' 8' 16' 24'  
SCALE: 1/8"=1'-0"





CORRE: SUPERVISOR  
Date: 05/2018 - 21:30m



MATCHLINE - SEE SHEET L301

PLANTING LEGEND

| TREES        |     |                                     |                                   |                            |                 |
|--------------|-----|-------------------------------------|-----------------------------------|----------------------------|-----------------|
| Sym.         | Key | Botanical Name                      | Common Name                       | Size                       | WUCOLS Region 3 |
|              | A   | Arbutus 'Marina'                    | N.C.N.                            | 15 gallon Standard         | Low             |
|              | B   | Cercis occidentalis                 | Western Redbud                    | 15 gallon Low Branch Multi | Low             |
|              | C   | Laphostemon confertus               | Brisbane Box                      | 24" BOX                    | Mod             |
|              | D   | Olea europaea 'Swan Hill'           | Fruitless Olive                   | 24" BOX Multiple Trunk     | Low             |
|              | E   | Pistacia chinensis                  | Chinese Pistache                  | 24" Box                    | Mod             |
|              | F   | Platanus x acerifolia 'Bloodgood'   | London Plane Tree                 | 15 gallon                  | Mod             |
|              | G   | Rhaphiolepis 'Majestic Beauty'      | Indian Hawthorn                   | 36" BOX Standard           | Mod             |
| GROUNDCOVERS |     |                                     |                                   |                            |                 |
|              |     | Carex praegracilis                  | California Field Sedge            | 1 gallon 12" o.c.          | Mod             |
|              |     | Juncus patens                       | California Gray Rush              | 1 gallon 24" o.c.          | Low             |
|              |     | Lomandra Lime Tuft ('Lomion')       | Dwarf Mat Rush                    | 1 gallon 18" o.c.          | Low             |
|              |     | Rosmarinus officinalis 'Prostratus' | Trailing Rosemary                 | 1 gallon 18" o.c.          | Low             |
|              |     | Marathon III Sod                    | Turf-Type Tall Fescue             | Turf                       | Mod             |
|              |     | Grey Gravel per VE Option           | 3" layer over weed barrier fabric |                            |                 |

SIZING LEGEND

- 15 GALLON
- 24" BOX
- 36" BOX
- INDICATES PALM B.T.H. AS NOTED
- INDICATES QUANTITY
- INDICATES SPECIES

--- ROOT BARRIER TO BE INSTALLED PER DETAILS

NOTE  
GRAPHIC SYMBOLS TAKE PRECEDENCE OVER WRITTEN QUANTITIES AND KEYS ON PLAN.  
UNLESS OTHERWISE SHOWN PLANTERS WILL BE MULCHED PER GROUNDCOVER PLANTING DETAIL, SHEET L-13

PLANT MATERIAL APPROVAL  
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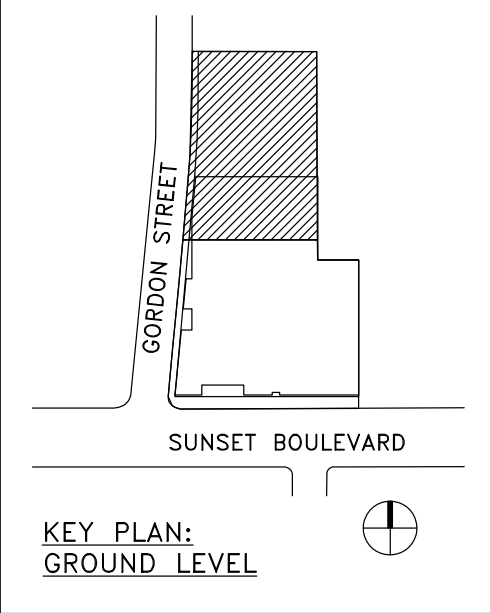
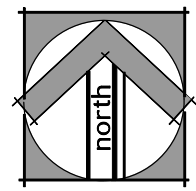
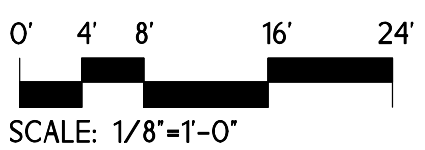
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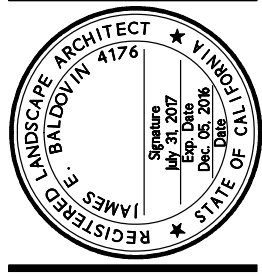


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LICENSED CALIFORNIA ARCHITECT  
KEVIN P. JOHNSON C-33343

GBD

GBD Architects, Incorporated  
1120 NW Couch St.  
Ste. 300  
Portland, OR 97209  
Tel. (503) 224-9656  
gbdarchitects.com  
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cdpc  
3195-C Airport Road, Ste. 101  
Boulder, CO 80501  
760.399.0812  
3600 Moss Road  
Alhambra, California 91801  
626.456.3355  
www.cdpcinc.com



Sunset  
5929 SUNSET BOULEVARD  
HOLLYWOOD  
LOS ANGELES, CA 90028

PROJECT DEVELOPER  
5929 SUNSET (HOLLYWOOD), LLC

Revisions:

GROUND LEVEL 1  
TREE PLANTING PLAN

1/8"=1'-0"  
File name: 1639-L110  
Project # 20065010

L303

Date: 25 JULY 2018  
\*\*\* GBDARCHITECTSincorporated





Date: 25 JULY 2018

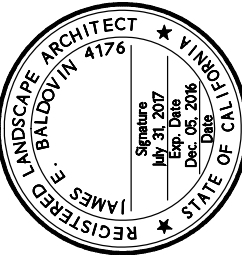


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gbdarchitects.com  
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cdpc  
3195-C Airport Road, 1st  
Suite One, Costa Mesa, CA 92626  
Tel. 379-2870  
Fax 379-2862  
www.cdpc.com  
Conceptual  
Design &  
Planning  
Company



Sunset  
5929 SUNSET BOULEVARD  
HOLLYWOOD  
LOS ANGELES, CA 90028

PROJECT DEVELOPER  
5929 SUNSET (HOLLYWOOD), LLC

Revisions:

LEVEL 4 & 5  
TREE PLANTING PLAN

1/8"=1'-0"  
File name:  
Project # 20065010

L305

Date: 25 JULY 2018

\*\*\* GBDARCHITECTS Incorporated

## PLANTING LEGEND

### TREES

| Sym. | Key | Botanical Name            | Common Name     | Size                              | MUCOLS<br>Region 3 |
|------|-----|---------------------------|-----------------|-----------------------------------|--------------------|
|      | A   | Asca selloniana           | Pineapple Guava | 15 gallon<br>Multiple Trunk       | Low                |
|      | B   | Cercia occidentalis       | Western Redbud  | 15 gallon<br>Low Branch<br>Multi. | Low                |
|      | C   | Citrus 'Mimosa'           | Tangelo         | 15 gallon<br>Low Branch<br>Multi. | Mod                |
|      | D   | Olea europaea 'Svan Hill' | Fruitless Olive | 24" BOX<br>Multiple Trunk         | Low                |

### PALMS

|  |    |                       |            |                  |     |
|--|----|-----------------------|------------|------------------|-----|
|  | PI | Syagrus romanzoffiana | Queen Palm | 18' - 20' O.A.H. | Mod |
|--|----|-----------------------|------------|------------------|-----|

### GROUNDCOVERS

|  |   |                                      |                      |     |
|--|---|--------------------------------------|----------------------|-----|
|  | Carex praegracilis                                      | California Field Sedge               | 4" Pots<br>12" o.c.  | Mod |
|  | Lomandra Lime Tuft ('Lomion')                           | Dwarf Mat Rush                       | 1 gallon<br>36" o.c. | Low |
|  | Senecio mandraliscae                                    | Kleinia                              | 4" Pots<br>8" o.c.   | Low |
|  | Black Mexican Pebble                                    | 3" layer over weed<br>barrier fabric |                      |     |
|  | Beach Pebble Salt and Pepper                            | 3" layer over weed<br>barrier fabric |                      |     |
|  | Boulders: See Boulders on Structures Detail, Sheet L-13 |                                      |                      |     |
|  | granite Riprap  | 6" layer over weed<br>barrier fabric |                      |     |

## SIZING LEGEND

|  |                                   |
|--|-----------------------------------|
|  | 15 GALLON                         |
|  | 24" BOX                           |
|  | 36" BOX                           |
|  | INDICATES PALM<br>O.A.H. AS NOTED |
|  | INDICATES QUANTITY                |
|  | INDICATES SPECIES                 |

--- ROOT BARRIER TO BE INSTALLED PER DETAILS

STEEL EDGING  
TOUGH EDGE POWDER COATED STEEL LANDSCAPE EDGING  
HEIGHT: 4" THICKNESS: 1/8"  
TOP: STRAIGHT COLOR: BLACK  
SUPPLIER: COYOTE LANDSCAPE PRODUCTS,  
800 321-1115  
INSTALL TO MANUFACTURERS SPECIFICATIONS.

### NOTE

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### PLANT MATERIAL APPROVAL

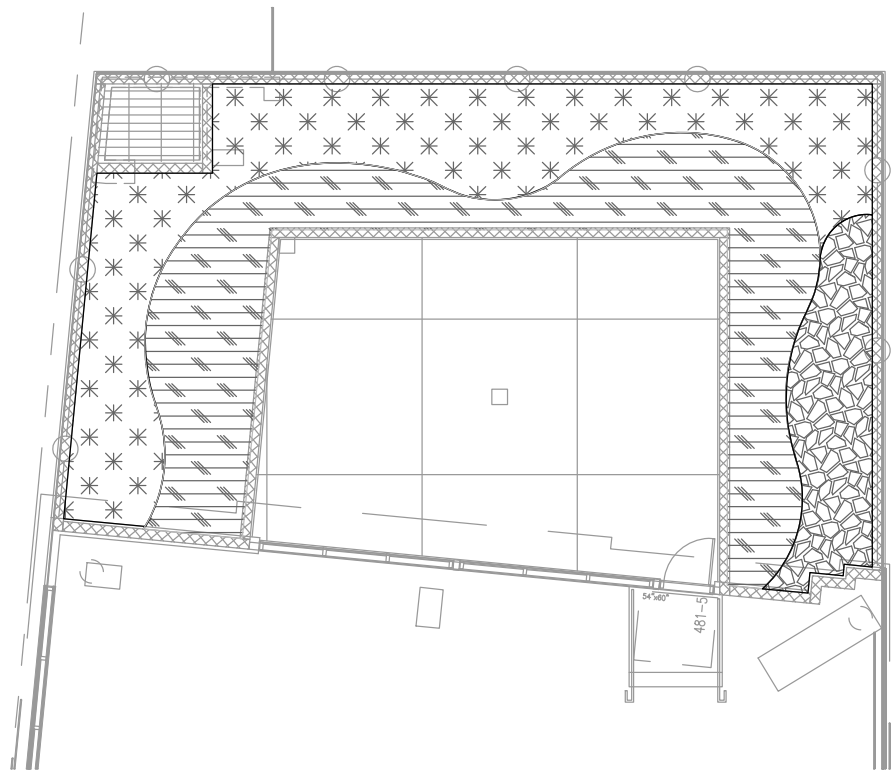
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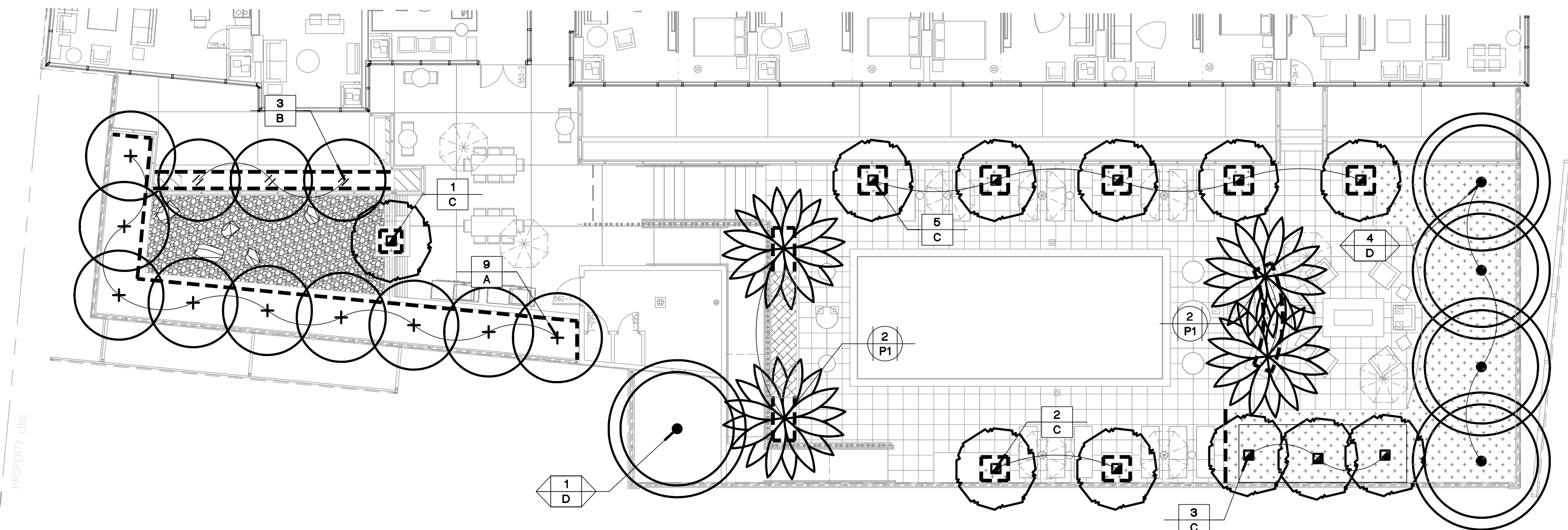
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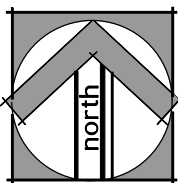


LEVEL 4, NORTH



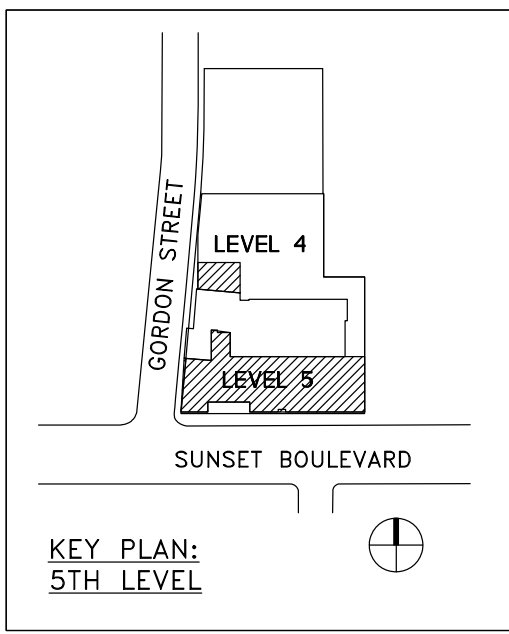
LEVEL 5, SOUTH

0' 4' 8' 16' 24'  
SCALE: 1/8"=1'-0"



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SUBSURFACE IMAGING  
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CALL BEFORE YOU DIG.

**DIG ALERT**  
DIAL TOLL FREE  
1-800-227-2600  
AT LEAST TWO DAYS  
BEFORE YOU DIG  
UNDERGROUND SERVICE ALERT (USA)



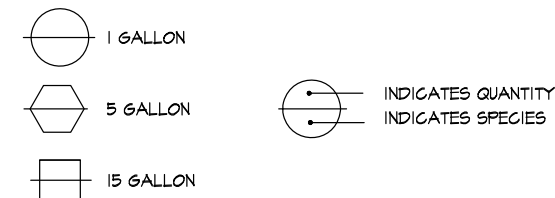
KEY PLAN:  
5TH LEVEL



PLANTING LEGEND

| SHRUBS |     |                                      |                        |          | NICOLS<br>Region 2 |
|--------|-----|--------------------------------------|------------------------|----------|--------------------|
| Sym.   | Key | Botanical Name                       | Common Name            | Size     |                    |
| ⊙      | AE  | Aeonium v. arborescens 'Schwarzkopf' | Black Tree Aeonium     | 1 gallon | Low                |
| ⊙      | AC  | Agave vilmoriniana                   | Octopus Agave          | 5 gallon | Low                |
| ⊙      | AV  | Aloe vera                            | Barbados Aloe          | 1 gallon | Low                |
| ⊙      | AM  | Asparagus densiflorus 'Myers'        | Myers Asparagus        | 1 gallon | Med                |
| ⊙      | CE  | Coprosma 'Evening Glow'              | Coprosma               | 1 gallon | Med                |
| ⊙      | DT  | Dianella tasmanica 'Variegata'       | Variegated Flax Lily   | 1 gallon | Med                |
| ⊙      | EA  | Echeveria agavoides 'Afterglow'      | Echeveria              | 1 gallon | Low                |
| ⊙      | KT  | Kalanchoe thyrsiflora                | Paddle Plant           | 1 gallon | Low                |
| ⊙      | MC  | Myrtus communis 'Compacta'           | Compact Myrtle         | 1 gallon | Low                |
| ⊙      | PP  | Phormium 'Pink Stripe'               | New Zealand Flax       | 5 gallon | Low                |
| ⊙      | PS  | Phormium 'Surfer'                    | New Zealand Flax       | 5 gallon | Low                |
| ⊙      | RA  | Rosa 'Carpet Amber'                  | Amber Groundcover Rose | 1 gallon | Med                |

SIZING LEGEND



NOTE  
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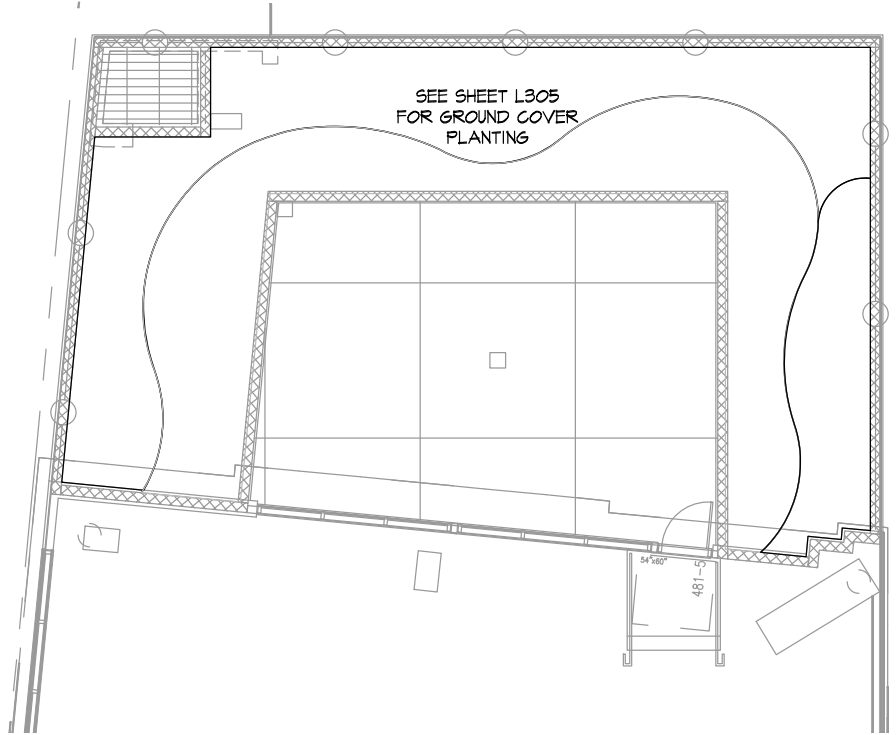
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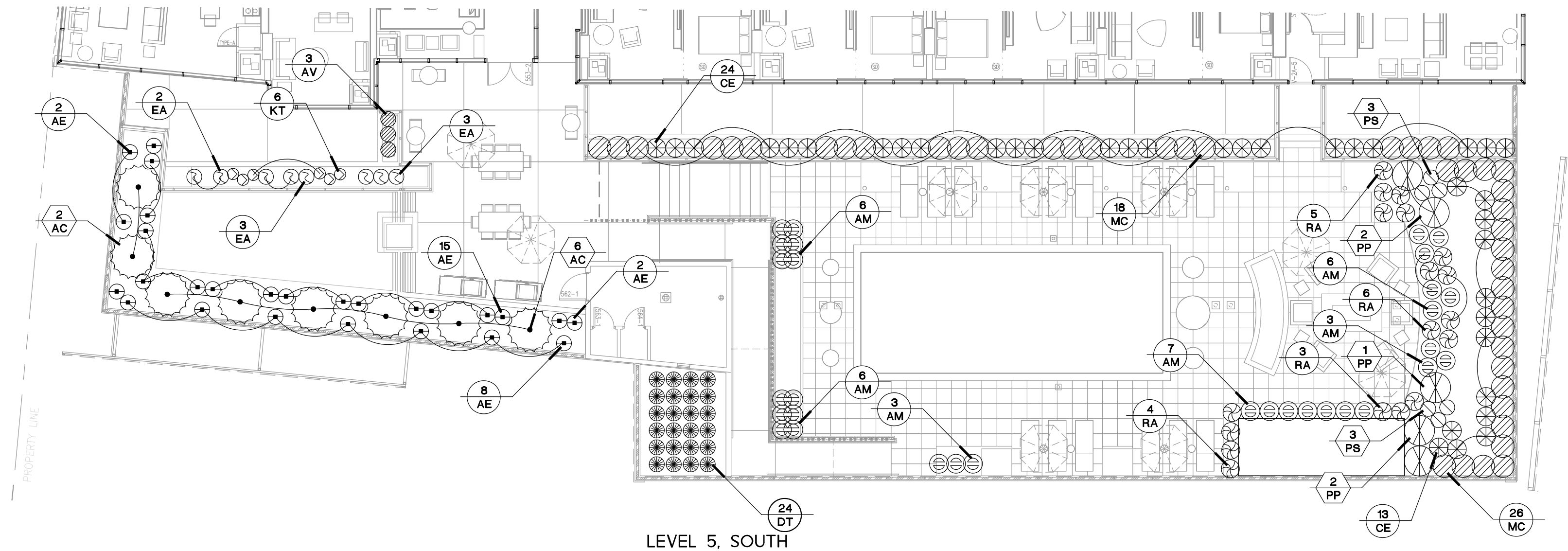
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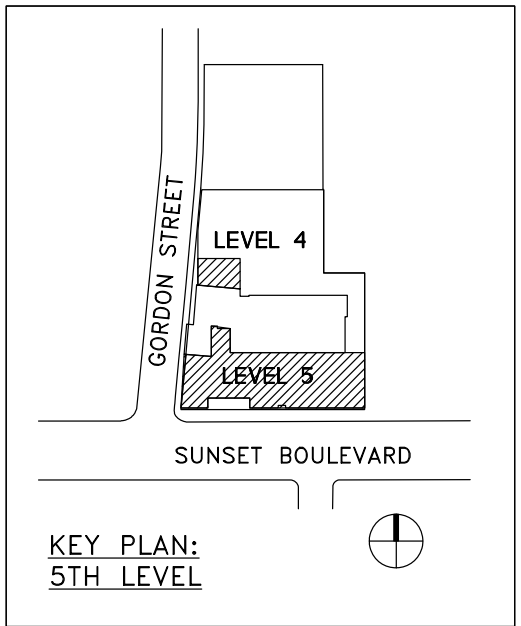
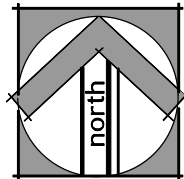


LEVEL 4, NORTH



LEVEL 5, SOUTH

0' 4' 8' 16' 24'  
SCALE: 1/8"=1'-0"



Sunset  
5929 SUNSET BOULEVARD  
HOLLYWOOD  
LOS ANGELES, CA 90028

PROJECT DEVELOPER  
5929 SUNSET (HOLLYWOOD), LLC

Revisions:

LEVEL 4 & 5  
SHRUB PLANTING PLAN

1/8"=1'-0"  
File name:  
Project # 20065010

L306

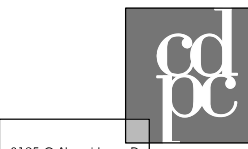
Date: 25 JULY 2018

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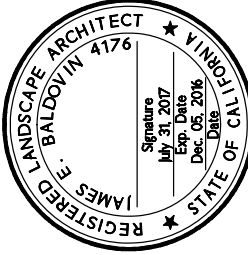
GBD ARCHITECTS  
LICENSED CALIFORNIA ARCHITECT  
KEVIN P. JOHNSON C-33343

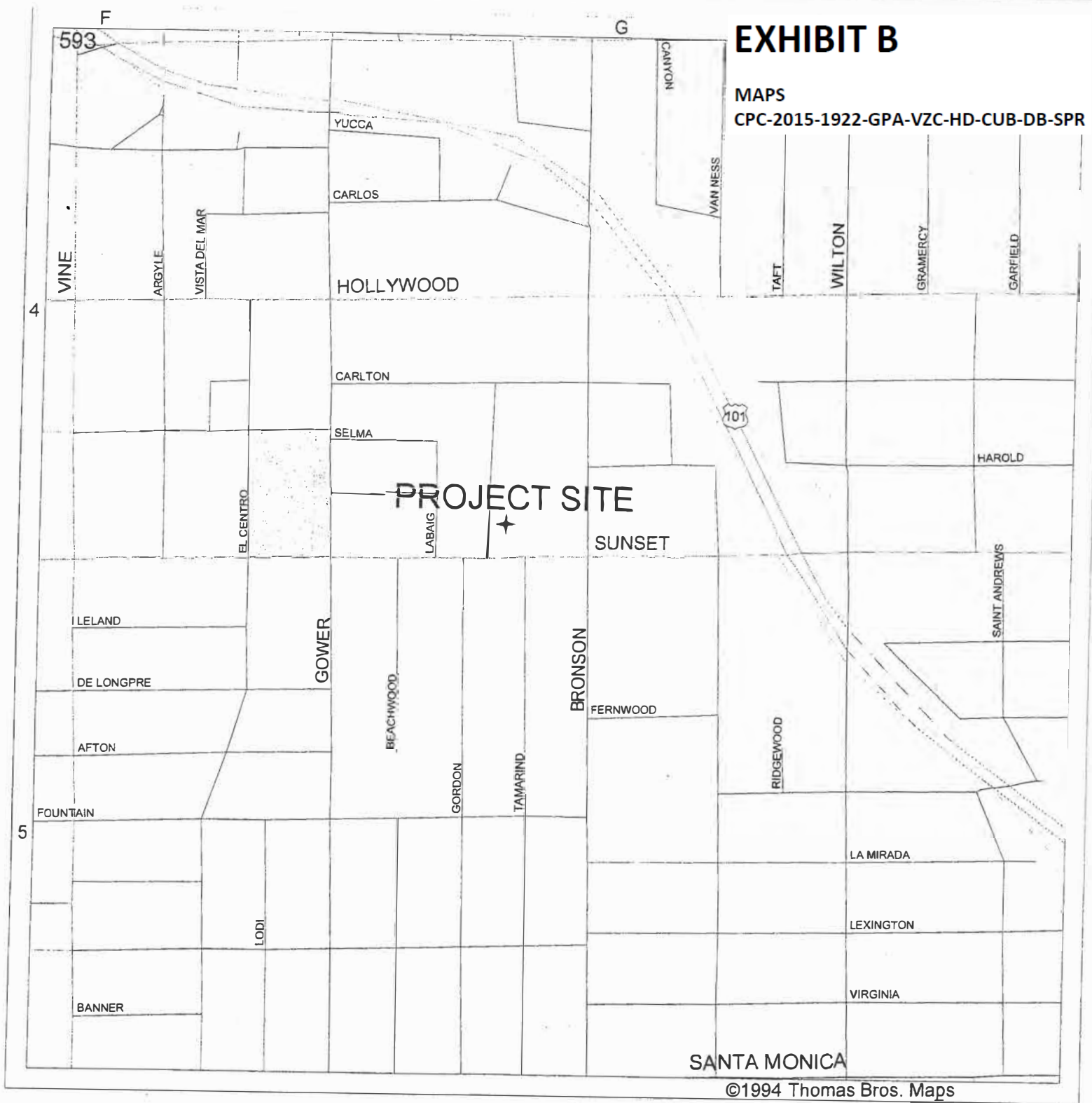
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1120 NW Couch St.  
Ste. 300  
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Burbank, CA 91506  
Tel. (818) 244-1111  
Fax (818) 244-1112  
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### VICINITY MAP

**8ITE : 5929-5945 SUNSET BLVD. / 1512-1540 N. GORDON STREET**

**GC MAPPING SERVICE, INC.**

3055 WEST VALLEY BOULEVARD  
ALHAMBRA CA 91803

(626) 441-1080, FAX (626) 441-8850

GCMAPPING@RADIUSMAPS.COM





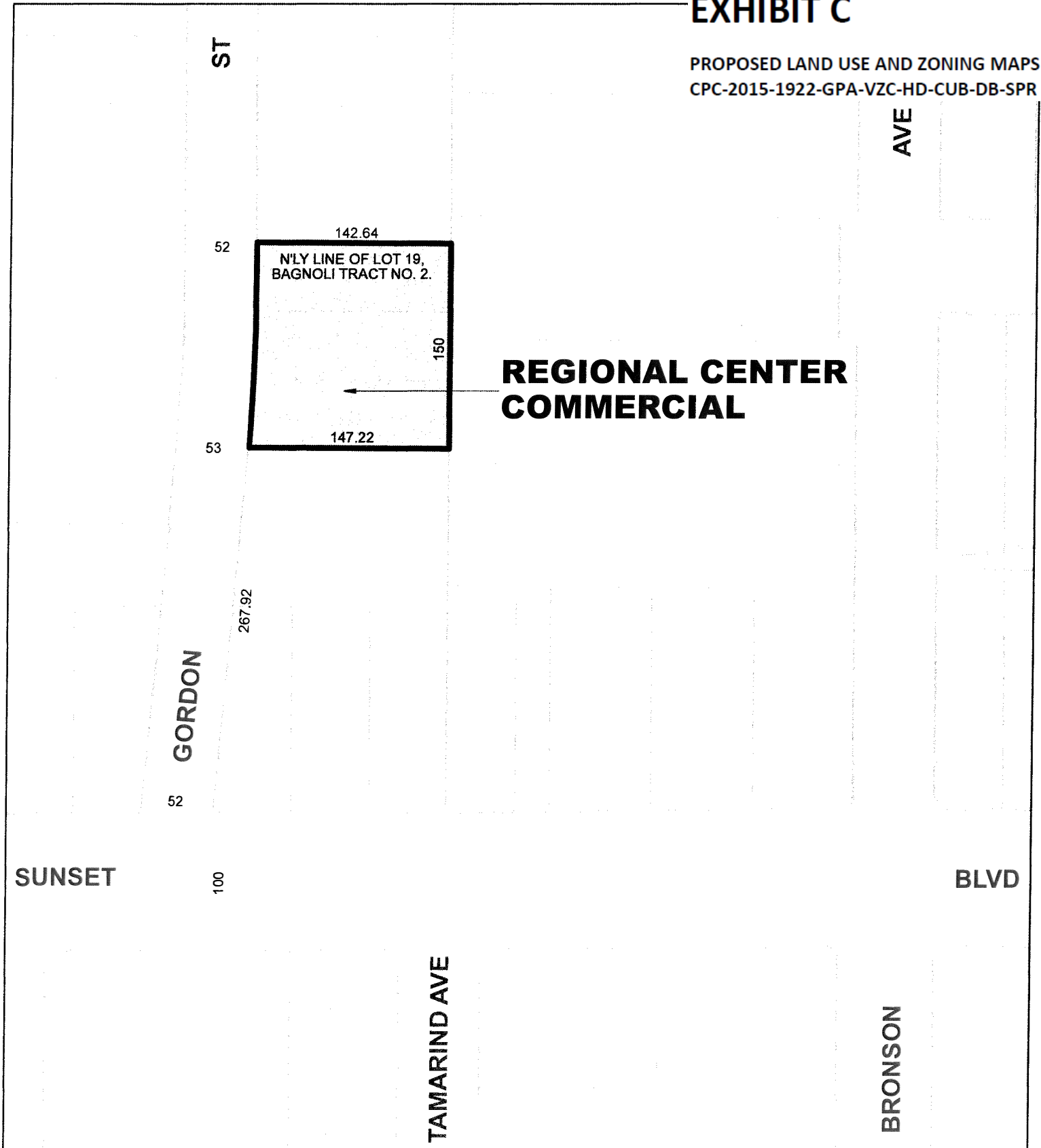
07/27/2018



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# EXHIBIT C

PROPOSED LAND USE AND ZONING MAPS  
CPC-2015-1922-GPA-VZC-HD-CUB-DB-SPR



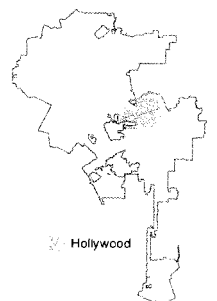
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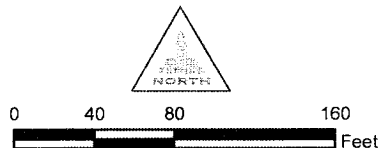
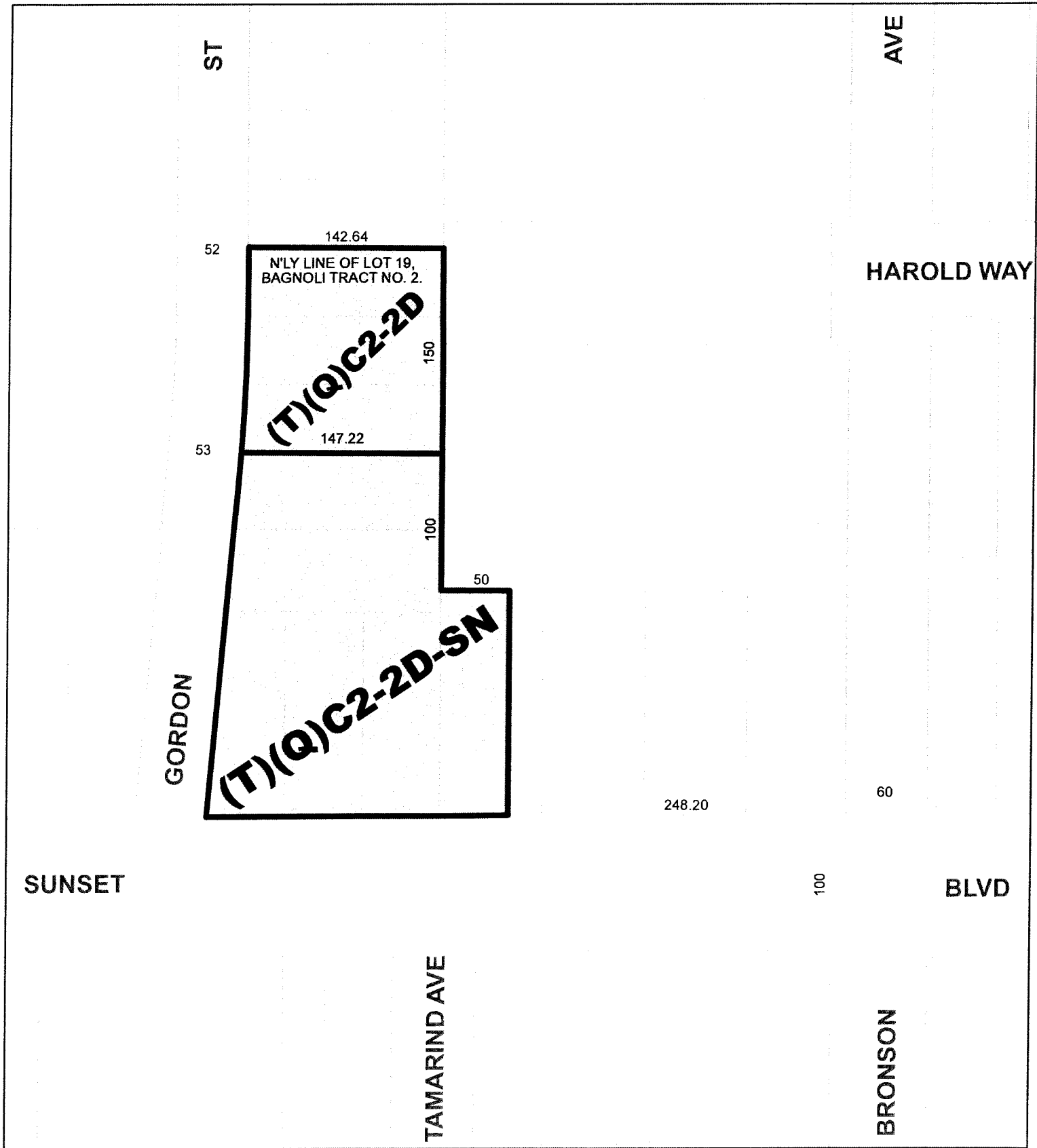
MY/af

HOLLYWOOD

072518

City of Los Angeles



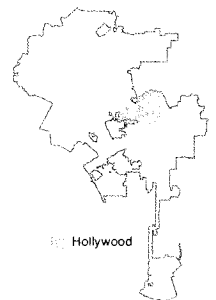


CPC-2015-1922-GPA-VZC-HD-CUB-DB-SPR

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City of Los Angeles





**Aerial Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

PHOTOS  
CPC-2015-1922-GPA-VZC-HD-CUB-DB-SPR

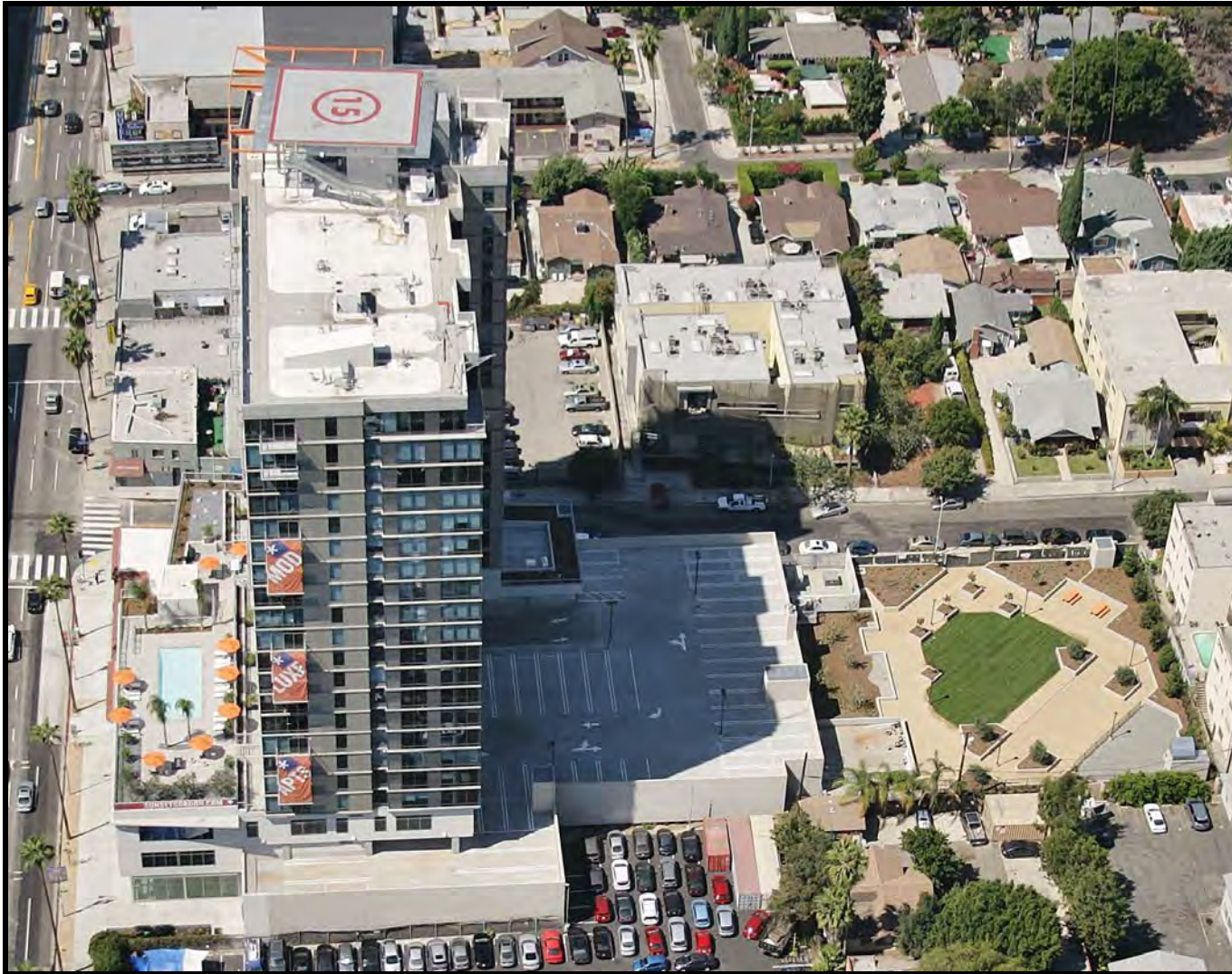


Aerial view of Project Site, easterly facing



**Aerial Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---

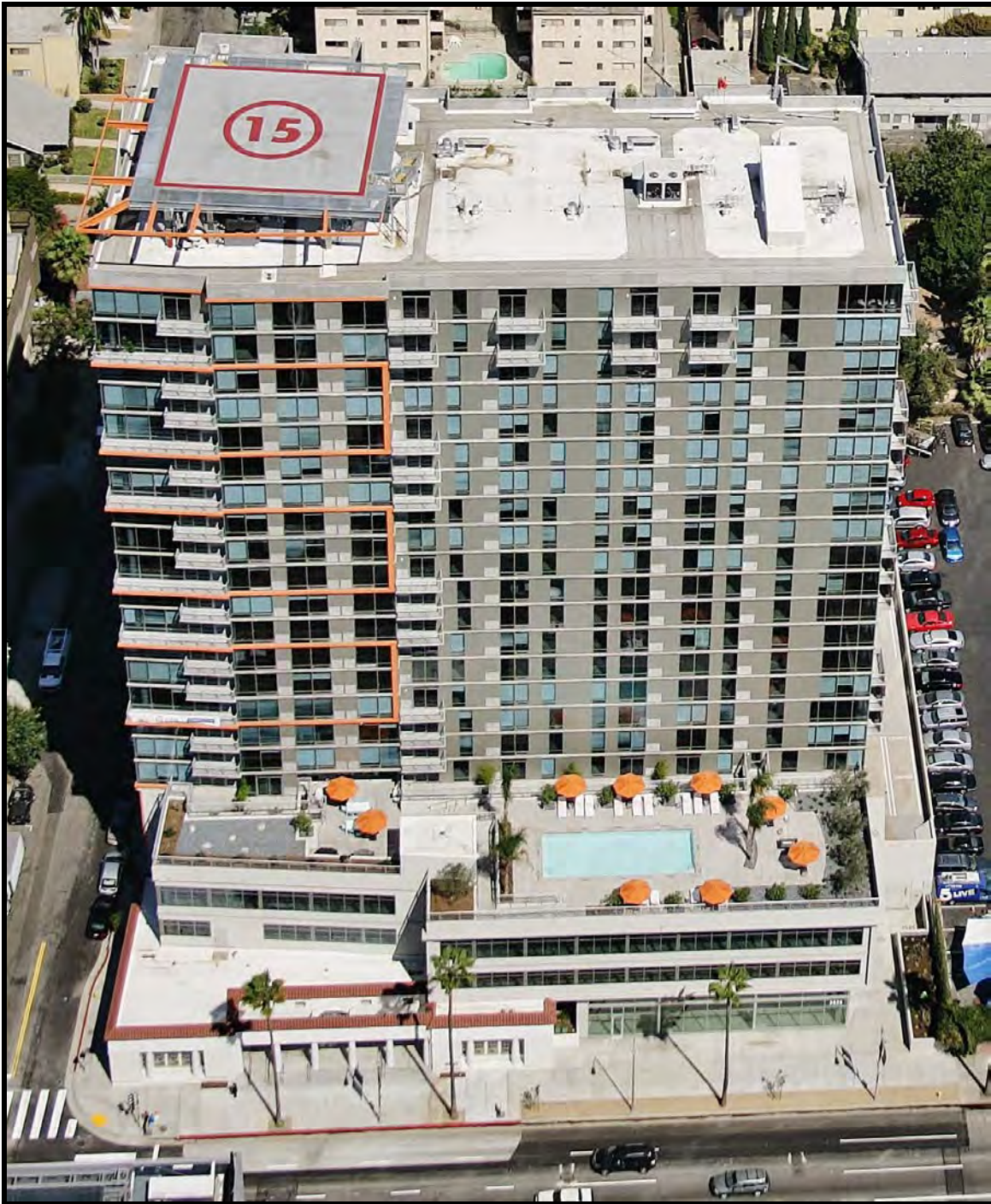


Aerial view of Project Site, westerly facing



**Aerial Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



Aerial view of Project Site, northerly facing



**Aerial Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



Aerial view of Project Site, southerly facing



**Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



Aerial view of subject site (northeast corner of Sunset Avenue and Gordon Street)

**Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



1. 5929 Sunset Boulevard ("Project Site"), northwesterly facing from Sunset Boulevard



**Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



2. Project Site, Sunset Boulevard frontage, northeasterly facing



3. Project Site, Gordon Street frontage, southeasterly facing

**Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



4. Project Site parking entrance, Gordon Street frontage, easterly facing



5. Gordon Street Park, southeasterly facing from opposite Gordon Street



**Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



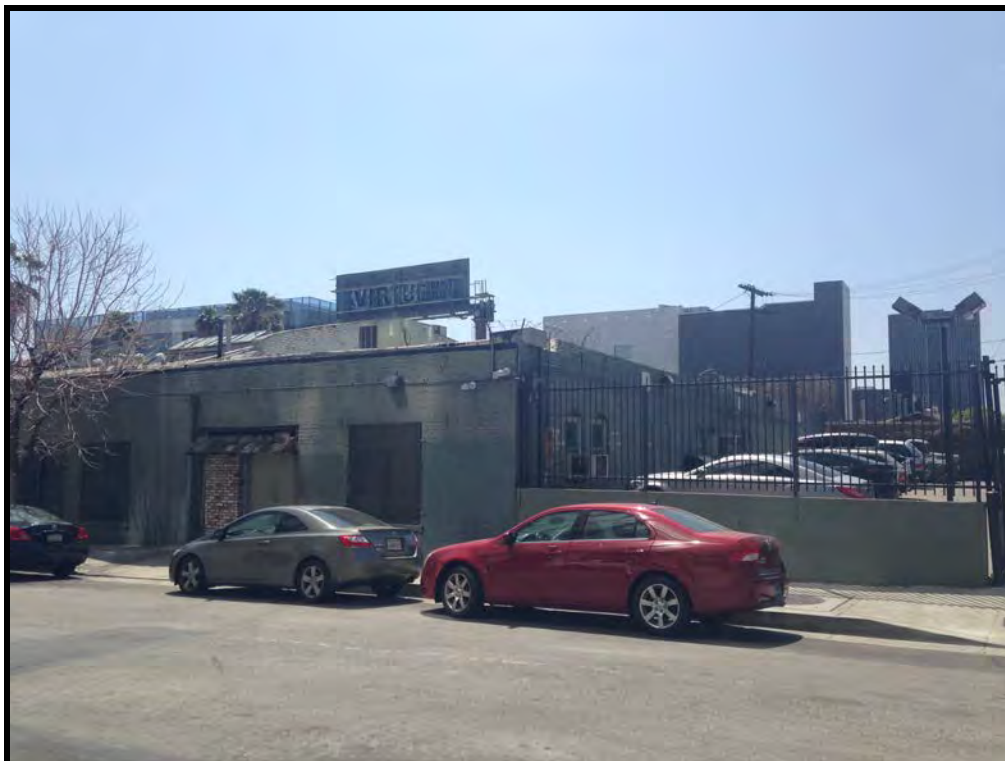
6. Gordon Street Park, southeasterly facing

**Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



7. Abutting properties opposite Gordon Street, Sunset Boulevard frontage, northwesterly facing



8. Abutting properties opposite Gordon Street, southwesterly facing



**Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



9. Abutting property opposite Gordon Street, westerly facing



10. 1539-41 N. Gordon Street, abutting property opposite Gordon Street, westerly facing from Gordon Street Park

**Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



11. 1546 N. Gordon Street, abutting property to the north, northerly facing from Gordon Street Park



12. Frontage opposite Sunset Boulevard, southeasterly facing from intersection of Gordon Street

**Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



13. Frontage opposite Sunset Boulevard at intersection of Tamarind Avenue, southerly facing



**Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



14. Adjacent property on Sunset Boulevard, westerly facing from intersection of Bronson Avenue



Landscaping and Public Park Site Photo Exhibit  
5929 Sunset Boulevard, Los Angeles, CA 90028  
Applicant: 5929 Sunset Hollywood, LLC

---



Aerial view of subject site (northeast corner of Sunset Avenue and Gordon Street)

**Landscaping and Public Park Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



1. 5929 Sunset Boulevard ("Project Site"), Sunset Boulevard frontage



2. Project Site, Sunset Boulevard frontage, view of entrance



**Landscaping and Public Park Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



3. Street trees along Sunset Boulevard frontage (two new trees)

**Landscaping and Public Park Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



4. Project Site from south side of Sunset Boulevard, northeasterly facing



5. Landscaping along parking entrance on Gordon Street, easterly facing

**Landscaping and Public Park Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



6. Gordon Street frontage and street trees, northerly facing



**Landscaping and Public Park Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



7. Gordon Street Public Park frontage and street trees, northerly facing



**Landscaping and Public Park Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



8. Gordon Street Public Park street trees, northwesterly facing

**Landscaping and Public Park Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



9. Gordon Street Public Park, northeasterly facing



10. Gordon Street Public Park dog run area, northeasterly facing



**Landscaping and Public Park Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



11. Gordon Street Public Park bocce ball court, easterly facing



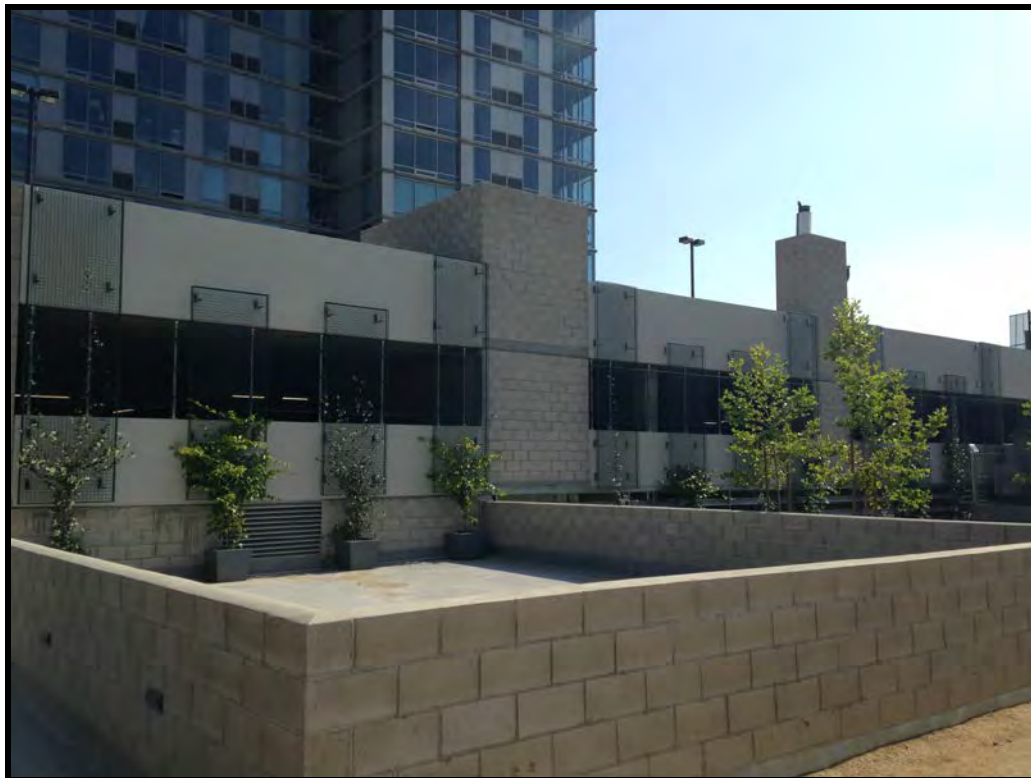
12. Gordon Street Public Park picnic benches, northerly facing

**Landscaping and Public Park Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



13. Gordon Street Public Park, northwesterly facing from southeast corner



14. Screening of parking structure with climbing plants, southwesterly facing



**Landscaping and Public Park Site Photo Exhibit**  
**5929 Sunset Boulevard, Los Angeles, CA 90028**  
**Applicant: 5929 Sunset Hollywood, LLC**

---



15. New trees in raised planters in Gordon Street Public Park, northwesterly facing



---

**IV. MITIGATION MONITORING PROGRAM****1. INTRODUCTION**

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). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles Department of City Planning is the lead agency for this Modified Project.

A Supplemental Environmental Impact Report (“EIR”) has been prepared as a supplement to the EIR prepared for the Sunset and Gordon Mixed-Use Project (State Clearinghouse No. 2006111135), which was certified by the Community Redevelopment Agency of the City of Los Angeles (“CRA”), as the lead agency, on October 18, 2007 (“Certified EIR”). The Certified EIR includes the Draft EIR for the Sunset and Gordon Mixed-Use Project published on June 20, 2007, the Final EIR published on October 5, 2007, and an October 10, 2007 Erratum to the Final EIR. The designated lead agency for the Supplemental EIR is the City of Los Angeles, Department of City Planning. This Supplemental EIR addresses modifications to the Sunset and Gordon Mixed-Use Project (“Modified Project”) necessary to re-entitle the project as a result of the October 2014 Los Angeles Superior Court decision in *La Mirada Avenue Neighborhood Association of Hollywood v. City of Los Angeles* (Los Angeles Superior Court Case No. BS 137262), which was upheld on September 9, 2015 by the Court of Appeal of the State of California Second Appellate District (*La Mirada Avenue Neighborhood Association of Hollywood v. City of Los Angeles*, Case No. B259672).

The purpose of this Supplemental EIR is to inform decision-makers and the general public of the potential environmental impacts resulting from the proposed development of the Modified Project and to determine whether implementation of the Modified Project would result in any new significant environmental impacts that were not identified in the Certified EIR, or whether the previously identified significant impacts would be substantially more severe under the Modified Project. Where appropriate, this environmental document identified the Modified Project’s design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Modified Project. This MMP is designed to monitor implementation of the project design features and mitigation measures identified for the Modified Project.

The MMP is subject to review and approval by the City of Los Angeles as the lead agency as part of the approval process of the Modified Project, and adoption of project conditions. The project design features and mitigation measures are listed and categorized by impact area, as identified in the Draft Supplemental EIR.

The Modified Project Applicant shall be responsible for implementing all project design features and mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning

implementation of the listed project design features and mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all project design features and mitigation measures shall be the Applicant unless otherwise noted.

As shown on the following pages, each project design feature and mitigation measure for the Modified Project is listed and categorized by impact area, with accompanying discussion of:

**Enforcement Agency:** the agency with the power to enforce the project design feature or Mitigation Measure.

**Monitoring Agency:** the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the Modified Project for compliance with project design features or Mitigation Measures.

**Monitoring Phase:** the phase of the Modified Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

**Monitoring Frequency:** the frequency of which the project design feature or Mitigation Measure shall be monitored.

**Action Indicating Compliance:** the action of which the Enforcement or Monitoring Agency indicates that compliance with the identified project design feature required Mitigation Measure has been implemented.

It is the intent of this MMP to:

- Verify compliance with the identified project design features and required mitigation measures of the Supplemental EIR;
- Provide a methodology to document implementation of project design features and required mitigation;
- Provide a record and status of mitigation requirements;
- Identify monitoring and enforcement agencies;
- Establish and clarify administrative procedures for the clearance of mitigation measures;
- Establish the frequency and duration of monitoring and reporting; and
- Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the Modified Project. The Applicant shall be responsible for implementing each project design feature and mitigation measure and shall be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the identified project design features and mitigation measures has been implemented. The Applicant shall maintain records demonstrating compliance with each project design feature and mitigation measure. Such records shall be made available to the City upon request.

Further, specifically during the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of project design features and mitigation measures during construction activities consistent with the monitoring phase and frequency set forth in this MMP. The Construction Monitor shall also prepare documentation of the Applicant's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of compliance reporting. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measures and project design features within two business days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

After review and approval of the final MMP by the lead agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles. The lead agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the lead agency.

## **2. MITIGATION MONITORING PROGRAM**

The organization of the MMP follows the subsection formatting style as presented within the Draft Supplemental EIR. Subsections of all of the environmental chapters presented in the Draft Supplemental EIR are provided below. For environmental issue areas where no project design features or mitigation measures were required, the MMP is noted accordingly.

### **IV.A.1. Aesthetics Views/Light and Glare**

#### ***Project Design Features***

No project design features were identified for the Modified Project.

No project design features were identified in the Certified EIR.

### ***Mitigation Measures***

**MM A.1-1:** If any street tree removals are required for the Modified Project's additional construction activities, the street trees to be removed shall be replaced on a 2:1 replacement ratio in compliance with the City of Los Angeles Department of Public Works' Bureau of Street Services, Urban Forestry Division's policies.

**Enforcement Agency:** City of Los Angeles Department of Public Works and Los Angeles Department of Building and Safety

**Monitoring Agency:** City of Los Angeles Department of Public Works and Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing

**Action Indicating Compliance:** None – ongoing construction compliance required

**MM A.1-2:** Construction equipment, debris, and stockpiled equipment shall be enclosed within a fenced or visually screened area to effectively block the line of sight from the ground level of neighboring properties. Such barricades or enclosures shall be maintained in appearance throughout the construction period. Graffiti shall be removed immediately upon discovery.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing

**Action Indicating Compliance:** None – ongoing construction compliance required

**Certified EIR Mitigation Measure MM IV.A-3.1:** The proposed park shall be actively operated and maintained for the life of the Modified Project by the Applicant or designated non-profit organization with the experience and ability to maintain the park in accordance with the public health and safety standards employed by the Department of Parks and Recreation.

**Enforcement Agency:** City of Los Angeles Department of City Planning and City of Los Angeles Department of Recreation and Parks

**Monitoring Agency:** City of Los Angeles Department of City Planning and City of Los Angeles Department of Recreation and Parks

**Monitoring Phase:** Operation

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.A-4.1:** The Modified Project shall include low-level directional lighting at ground, podium, and tower levels of the exterior of the proposed structures to ensure that architectural, parking and security lighting does not spill onto

adjacent residential properties, nor is visible from above.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.A-4.2:** The Modified Project's façades and windows shall be constructed with non-reflective materials such that glare impacts on surrounding residential properties and roadways are minimized.

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

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

**Monitoring Phase:** Pre-Construction, Site Plan Review, Operation

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

#### **IV.A.2. Shade and Shadow**

##### ***Project Design Features***

No project design features were identified for the Modified Project.

No project design features were identified in the Certified EIR.

##### ***Mitigation Measures***

No mitigation measures are required for the Modified Project.

No mitigation measures were identified in the Certified EIR.

#### **IV.B Air Quality**

##### ***Project Design Features***

No project design features were identified for the Modified Project.

No project design features were identified in the Certified EIR.



### ***Mitigation Measures***

**Certified EIR Mitigation Measure IV.B-1:** All construction-related work orders shall specify that any clearing, grading, earth moving, or excavation activities shall be performed pursuant to the requirements under SCAQMD Rule 403.

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

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

**Monitoring Phase:** Pre-Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

### **IV.C Geology and Soils**

#### ***Project Design Features***

No project design features were identified for the Modified Project.

No project design features were identified in the Certified EIR.

### ***Mitigation Measures***

**Certified EIR Mitigation Measure MM IV.C-2.1:** The Modified Project shall be designed and constructed in accordance with the recommendations provided in the CRA Approved Project's Geotechnical Report, the Modified Project's Geotechnical Report, and the Modified Project's Structural Narrative or as they may be amended by request of the City.

**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:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.C-2.2:** The Modified Project Applicant shall ensure geotechnical testing and observation be conducted on-site by a state certified geotechnical engineer during any excavation and earthwork activities to ensure that recommendations provided in the CRA Approved Project's Geotechnical Report and the Modified Project's Geotechnical Report are implemented where applicable or as they may be amended by request of the City.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.C-5:** Appropriate erosion control and drainage devices shall be incorporated, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Outlets of culverts, conduits or channels shall be protected from erosion by discharge velocities by installing rock outlet protection. (Rock outlet protection is physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe.) Sediment traps shall be installed below the pipe-outlet. Outlet protection shall be inspected, repaired, and maintained after each significant rain.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

#### **IV.D Greenhouse Gases**

##### ***Project Design Features***

**PDF D-1:** To encourage carpooling and the use of electric vehicles by Modified Project residents and visitors, at least twenty (20)% of the Code required parking spaces shall be constructed to accommodate the future placement of facilities for the recharging of electric vehicle (electric vehicle supply equipment (EVSE)) with five (5) percent of these stalls being equipped with the electrical vehicle charging stations. 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 electric vehicle charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. Only raceways and related components are required to be installed at the time of construction. When the application of the 20% results in a fractional space, the required number of spaces would be rounded 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.

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

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

**Monitoring Phase:** Pre-Construction

**Monitoring Frequency:** Once during plan check

**Action Indicating Compliance:** Issuance of building permit

No project design features were identified in the Certified EIR.

***Mitigation Measures***

No mitigation measures are necessary for the Modified Project.

The issue of greenhouse gas emissions was not evaluated within the Certified EIR. The State CEQA Guidelines were amended in 2010, after the Certified EIR was certified, to require lead agencies to determine a project's potential to generate greenhouse gas emissions and thus contribute to global climate change. Thus, no mitigation measures were included in the Certified EIR.

**IV.E Cultural Resources**

***Project Design Features***

No project design features were identified for the Modified Project.

No project design features were identified in the Certified EIR.

***Mitigation Measures***

No mitigation measures are required for the Modified Project.

No mitigation measures were identified in the Certified EIR.

**IV.F Noise**

***Project Design Features***

No project design features were identified for the Modified Project.

No project design features were identified in the Certified EIR.

***Mitigation Measures***

**MM F-1.1:** Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**MM F-1.2:** The Modified Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**MM F-1.3:** The construction contractor for the Modified Project's additional construction activities shall use on-site electrical sources or solar generators to power equipment rather than diesel or gasoline generators where feasible.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**MM F-1.4:** The Modified Project's contractor shall retain the services of a qualified noise consultant to monitor noise at the Modified Project's property line when the Modified Project's additional construction activities and Related Project 46's construction activities occur concurrently. If the measured noise levels during concurrent construction exceed the existing ambient noise levels by 4.9 dBA at the Modified Project's property line, the Modified Project's contractor shall evaluate and employ alternative construction methods to ensure that the Modified Project's additional construction activities shall not exceed the existing ambient noise levels by 5 dBA at the Modified Project's property line.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**MM F-1.5:** The Modified Project's contractor shall retain the services of a qualified vibration consultant to monitor vibration at the Modified Project's property line closest to Sensitive Receptor No. 9 (i.e., 1527 – 1533  $\frac{3}{4}$  Bronson Street) when the Modified Project's additional construction activities and Related Project 46's construction activities occur concurrently. If the measured vibration levels during concurrent construction exceed

0.035 PPV (in./sec.) at the Modified Project's property line closest to Sensitive Receptor No. 9, the Modified Project's contractor shall halt groundborne vibration-generating construction activities and evaluate and employ alternative construction methods to ensure that vibration at the Modified Project's property line closest to Sensitive Receptor No. 9 (i.e., 1527 – 1533 ¾ Bronson Street) does not exceed 0.04 PPV (in./sec.).

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**MM F-1.6:** Prior to the issuance of building permits for the development of the Modified Project, the Applicant shall provide proof satisfactory to the City Department of Public Works or Department of Building and Safety, as applicable, that all related construction contractors have been required in writing to comply with the City Noise Ordinance, and prior to the development of the Modified Project, the Applicant shall design a Construction Noise Mitigation Plan to minimize the construction-related noise impacts to off-site noise-sensitive receptors. The intent of the Construction Noise Management Plan is to provide the contractor with measures to reduce noise impacts by at least 10 dBA through implementation of the following:

- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.
- The Modified Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The construction contractor for the Modified Project's additional construction activities shall use on-site electrical sources or solar generators to power equipment rather than diesel or gasoline generators where feasible.
- All construction equipment engines shall be properly tuned and muffled according to manufacturers' specifications.
- Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers or temporary sound barrier) shall be used to screen such activities from these land uses to the maximum extent possible and the unnecessary idling of such construction activities shall be prohibited.
- To the maximum extent feasible, the use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized.



- If noise levels from construction activity are found to exceed 75 dBA at the property line of an adjacent property and construction equipment is left stationary and continuously operating for more than one day, a temporary noise barrier, shall be erected between the noise source and receptor.
- An information sign shall be posted at each entrance to the construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

**Enforcement Agency:** Los Angeles Department of Building and Safety and City of Los Angeles Department of Public Works

**Monitoring Agency:** Los Angeles Department of Building and Safety and City of Los Angeles Department of Public Works

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM F-1.1:** All construction equipment engines shall be properly tuned and muffled according to manufacturers' specifications.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM F-1.2:** Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen such activities from these land uses to the maximum extent possible.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM F-1.3:** To the maximum extent feasible, the use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM F-1.4:** If noise levels from construction activity are found to exceed 75 dBA at the property line of and adjacent property and construction equipment is left stationary and continuously operating for more than one day, a temporary noise barrier shall be erected between the noise source and receptor.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM F-1.5:** An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure Impact IV.F-3:** All exterior windows within the Modified Project shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.F-5.1:** The air inlets of HVAC units installed at the Project Site shall be oriented to the east away from the residential neighborhood to the west of the site.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.F-5.2:** Concrete, not metal, shall be used for construction of parking ramps. The interior ramps shall be textured to prevent tire squeal at turning areas.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

## **IV.G Population, Housing & Employment**

### ***Project Design Features***

No project design features were identified for the Modified Project.

No project design features were identified in the Certified EIR.

### ***Mitigation Measures***

No mitigation measures are required for the Modified Project.

No mitigation measures were identified in the Certified EIR.

#### **IV.H Land Use Planning**

##### ***Project Design Features***

**PDF IV-H-1:** The Modified Project shall install air filtration systems in compliance with the minimum MERV filtration rating requirements of ZI. No. 2427 and Clean UP Green Up Ordinance (Ord. No. 184,245), as applicable to the Modified Project's proposed land uses and regularly occupied areas.

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

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

**Monitoring Phase:** Pre-Construction

**Monitoring Frequency:** Once prior to issuance of building permit, Once prior to issuance of Final Certificate of Occupancy

**Action Indicating Compliance:** Issuance of building permit, Field inspection sign-off

No project design features were identified in the Certified EIR.

##### ***Mitigation Measures***

Applicable construction-related mitigation measures Certified EIR Mitigation Measure IV.B-1, Certified EIR Mitigation Measure MM F-1.1, Certified EIR Mitigation Measure MM F-1.2, Certified EIR Mitigation Measure MM F-1.3, Certified EIR Mitigation Measure MM F-1.4, Certified EIR Mitigation Measure MM F-1.5, MM F-1.1, MM F-1.2, MM F-1.3, MM F-1.4, MM F-1.5, and MM F-1.6, are as follows (as well as provided above):

**Certified EIR Mitigation Measure IV.B-1:** All construction-related work orders shall specify that any clearing, grading, earth moving, or excavation activities shall be performed pursuant to the requirements under SCAQMD Rule 403.

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

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

**Monitoring Phase:** Pre-Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM F-1.1:** All construction equipment engines shall be properly tuned and muffled according to manufacturers' specifications.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM F-1.2:** Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen such activities from these land uses to the maximum extent possible.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM F-1.3:** To the maximum extent feasible, the use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM F-1.4:** If noise levels from construction activity are found to exceed 75 dBA at the property line of and adjacent property and construction equipment is left stationary and continuously operating for more than one day, a temporary noise barrier shall be erected between the noise source and receptor.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM F-1.5:** An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and



provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**MM F-1.1:** Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**MM F-1.2:** The Modified Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**MM F-1.3:** The construction contractor for the Modified Project's additional construction activities shall use on-site electrical sources or solar generators to power equipment rather than diesel or gasoline generators where feasible.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**MM F-1.4:** The Modified Project's contractor shall retain the services of a qualified noise consultant to monitor noise at the Modified Project's property line when the Modified Project's additional construction activities and Related Project 46's construction activities occur concurrently. If the measured noise levels during concurrent construction exceed the existing ambient noise levels by 4.9 dBA at the Modified Project's property line, the

Modified Project's contractor shall evaluate and employ alternative construction methods to ensure that the Modified Project's additional construction activities shall not exceed the existing ambient noise levels by 5 dBA at the Modified Project's property line.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**MM F-1.5:** The Modified Project's contractor shall retain the services of a qualified vibration consultant to monitor vibration at the Modified Project's property line closest to Sensitive Receptor No. 9 (i.e., 1527 – 1533  $\frac{3}{4}$  Bronson Street) when the Modified Project's additional construction activities and Related Project 46's construction activities occur concurrently. If the measured vibration levels during concurrent construction exceed 0.035 PPV (in./sec.) at the Modified Project's property line closest to Sensitive Receptor No. 9, the Modified Project's contractor shall halt groundborne vibration-generating construction activities and evaluate and employ alternative construction methods to ensure that vibration at the Modified Project's property line closest to Sensitive Receptor No. 9 (i.e., 1527 – 1533  $\frac{3}{4}$  Bronson Street) does not exceed 0.04 PPV (in./sec.).

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**MM F-1.6:** Prior to the issuance of building permits for the development of the Modified Project, the Applicant shall provide proof satisfactory to the City Department of Public Works or Department of Building and Safety, as applicable, that all related construction contractors have been required in writing to comply with the City Noise Ordinance, and prior to the development of the Modified Project, the Applicant shall design a Construction Noise Mitigation Plan to minimize the construction-related noise impacts to off-site noise-sensitive receptors. The intent of the Construction Noise Management Plan is to provide the contractor with measures to reduce noise impacts by at least 10 dBA through implementation of the following:

- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.
- The Modified Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The construction contractor for the Modified Project's additional construction

activities shall use on-site electrical sources or solar generators to power equipment rather than diesel or gasoline generators where feasible.

- All construction equipment engines shall be properly tuned and muffled according to manufacturers' specifications.
- Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers or temporary sound barrier) shall be used to screen such activities from these land uses to the maximum extent possible and the unnecessary idling of such construction activities shall be prohibited.
- To the maximum extent feasible, the use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized.
- If noise levels from construction activity are found to exceed 75 dBA at the property line of and adjacent property and construction equipment is left stationary and continuously operating for more than one day, a temporary noise barrier, shall be erected between the noise source and receptor.
- An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

**Enforcement Agency:** Los Angeles Department of Building and Safety and City of Los Angeles Department of Public Works

**Monitoring Agency:** Los Angeles Department of Building and Safety and City of Los Angeles Department of Public Works

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

Applicable construction mitigation measures Certified EIR Mitigation Measure MM IV.K.1-2, and Certified EIR Mitigation Measure MM IV.K.2-1 are as follows (as well as provided below):

**Certified EIR Mitigation Measure MM IV.K.1-2** If it is necessary for the Applicant to obtain a haul route permit for the Modified Project's additional construction activities, prior to the issuance of a grading permit, the Applicant shall record and execute a Covenant and Agreement (Planning Department General Form CP-6770), binding the Applicant to the following haul route conditions:

- i. All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.
- ii. Hours of operation shall be from 9:00 A.M. to 4:00 P.M.
- iii. Days of the week shall be Monday through Saturday. No hauling activities are permitted on Sundays or Holidays.
- iv. Trucks shall be restricted to 18-wheel trucks or smaller.
- v. The Traffic Bureau of the Los Angeles Police Department shall be notified prior to the start of hauling (213.485.3106).
- vi. Streets shall be cleaned of spilled materials at the termination of each work day.
- vii. The final approved haul routes and all the conditions of approval shall be available on the job site at all times.
- viii. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- ix. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.
- x. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- xi. All trucks are to be watered only when necessary at the job site to prevent excessive blowing dirt.
- xii. All trucks are to be cleaned of loose earth at the job site to prevent spilling. Any material spilled on the public street shall be removed by the contractor.
- xiii. The applicant shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.
- xiv. All regulations set forth in the State of California Department of Motor Vehicles pertaining to the hauling of earth shall be complied with.
- xv. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.

- xvi. One flag person(s) shall be required at the job site to assist the trucks in and out of the Project area. Flag person(s) and warning signs shall be in compliance with Part II of the 1985 Edition of "Work Area Traffic Control Handbook."
- xvii. The City of Los Angeles, Department of Transportation, telephone 213.485.2298, shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along the route.
- xviii. Any desire to change the prescribed routes must be approved by the concerned governmental agencies by contacting the Street Use Inspection Division at (213) 485-3711 before the change takes place.
- xix. The permittee shall notify the Street Use Inspection Division, at (213) 485-3711, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations.
- xx. A surety bond by Contractor shall be posted in an amount satisfactory to the City Engineer for maintenance of haul route streets. The forms for the bond will be issued by the Valley District Engineering Office, 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401. Further information regarding the bond may be obtained by calling 818.374.5090; or the West Los Angeles District Engineering Office, 1828 Sawtelle Boulevard, 3rd Floor, Los Angeles, CA 90025. Further information regarding the bond may be obtained by calling 310.575.8388; or by the Central District Engineering Office, 201 N. Figueroa Street, Room 770, Los Angeles, CA 90012. Further information regarding the bond may be obtained by calling 213.977.6039; or by the Harbor District Engineering Office, 638 S. Beacon Street, 4th Floor, San Pedro, CA 90731. Further information regarding the bond may be obtained by calling 310.732.4677.

**Enforcement Agency:** LADOT and Los Angeles Department of Building and Safety

**Monitoring Agency:** LADOT and Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.K.2-1:** In order to mitigate potential parking impacts from construction workers the Project shall, prior to commencing construction, develop a Construction Parking Plan requiring construction workers to park off-street and not use on-street parking spaces. The Project contractor shall develop a temporary off-street parking plan to ensure a sufficient supply of off-street spaces is provided for the construction workers.



**Enforcement Agency:** LADOT

**Monitoring Agency:** LADOT

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.H-7:** The Applicant shall procure all necessary entitlements and land use approvals from the City of Los Angeles Department of City Planning, including but not limited to the various discretionary actions as listed above in Section 3, Item B of Section IV.H. Land Use Planning in the Draft Supplemental EIR.

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

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

**Monitoring Phase:** Pre-Construction

**Monitoring Frequency:** Once prior to issuance of building permit, Once prior to issuance of Final Certificate of Occupancy

**Action Indicating Compliance:** Issuance of building permit, Issuance of Final Certificate of Occupancy

#### **IV.I Public Utilities**

##### *IV.I.1. Water*

##### ***Project Design Features***

No project design features were identified for the Modified Project.

No project design features were identified in the Certified EIR.

##### ***Mitigation Measures***

No mitigation measures are required for the Modified Project.

No mitigation measures were identified in the Certified EIR.

##### *IV.I.2. Wastewater*

##### ***Project Design Features***

No project design features were identified for the Modified Project.

No project design features were identified in the Certified EIR.

### ***Mitigation Measures***

No mitigation measures are required for the Modified Project.

No mitigation measures were identified in the Certified EIR.

#### ***IV.I.3. Energy***

### ***Project Design Features***

No project design features were identified for the Modified Project.

No project design features were identified in the Certified EIR.

### ***Mitigation Measures***

No mitigation measures are required for the Modified Project.

No mitigation measures were identified in the Certified EIR.

#### ***IV.I.4 Solid Waste***

### ***Project Design Features***

No project design features were identified for the Modified Project.

No project design features were identified in the Certified EIR.

### ***Mitigation Measures***

**Certified EIR Mitigation Measure MM IV.H-4-1:** The Applicant shall develop a construction and demolition debris recycling program to divert construction related solid waste and demolition debris from area landfills.

**Enforcement Agency:** Los Angeles Department of Building and Safety and Bureau of Sanitation

**Monitoring Agency:** Los Angeles Department of Building and Safety and Bureau of Sanitation

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.H-4-2:** The Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the project. As a result of the City's space allocation ordinance, the Los Angeles Municipal Code (LAMC) includes provisions for recycling areas or rooms in all

new development projects.

**Enforcement Agency:** Los Angeles Department of Building and Safety and Bureau of Sanitation

**Monitoring Agency:** Los Angeles Department of Building and Safety and Bureau of Sanitation

**Monitoring Phase:** Operational

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Issuance of Final Certificate of Occupancy

#### **IV.J Public Services**

##### *IV.J.1. Police Services*

##### ***Project Design Features***

No project design features were identified for the Modified Project.

No project design features were identified in the Certified EIR.

##### ***Mitigation Measures***

**MM IV.J.1-1.1:** During construction, the Modified Project shall include the following measures:

1. A Construction Traffic Control/Management Plan shall be submitted to LADOT for review and approval.
2. The bulk of the work shall be conducted on site. If temporary lane closures are necessary, Street Services approval shall be obtained and closures shall be limited to non-peak commute hours from 9:00 AM to 3:00 PM.
3. Existing access for the site shall be maintained for construction access.
4. Deliveries of construction material shall be coordinated to non-peak travel periods, to the extent possible.
5. Construction workers shall be prohibited from parking on adjacent streets and construction workers shall be directed to park on-site.

**Enforcement Agency:** LADOT

**Monitoring Agency:** LADOT

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Once at plan check; Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.J.1-1.1:** The Applicant shall erect temporary fencing suitable to prevent trespassers from entering the Project Site during construction activities to secure the Project Site and discourage trespassers.

**Enforcement Agency:** Los Angeles Department of Building and Safety and LAPD

**Monitoring Agency:** Los Angeles Department of Building and Safety and LAPD

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.J.1-1.2:** The Applicant shall employ security guards to monitor and secure the Project Site after hours during the construction process to secure the site and deter any potential criminal activity.

**Enforcement Agency:** Los Angeles Department of Building and Safety and LAPD

**Monitoring Agency:** Los Angeles Department of Building and Safety and LAPD

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.J.1-2.1:** In order to mitigate the potential temporary and short-term traffic impacts of any necessary lane and/or sidewalk closures during the construction period, the Project shall, prior to construction, develop a Construction Traffic Control/Management Plan to be approved by LADOT to minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular and pedestrian circulation in the area of the Project. The Plan should include temporary roadway striping and signage for traffic flow as necessary, as well the identification and signage of alternative pedestrian routes in the immediate vicinity of the Project if necessary.

**Enforcement Agency:** LADOT

**Monitoring Agency:** LADOT

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.J.1-3.1:** The proposed security plan shall incorporate low-level and directional security lighting features to effectively illuminate project entryways, seating areas, lobbies, elevators, locker rooms, service areas, and parking areas with good illumination and minimum dead space to eliminate areas of concealment. Full cut-off fixtures shall be installed that minimize glare from the light source and provide light downward and inward to structures to maximize visibility.

**Enforcement Agency:** Los Angeles Department of Building and Safety and LAPD

**Monitoring Agency:** Los Angeles Department of Building and Safety and LAPD

**Monitoring Phase:** Operation

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Issuance of Final Certificate of Occupancy

**Certified EIR Mitigation Measure MM IV.J.1-3.2:** The Applicant shall develop and implement a Security Plan in consultation with the LAPD, outlining the security services and features to be provided in conjunction with the Modified Project. The plan shall be coordinated with the LAPD and a copy of said plan shall be filed with the LAPD West Bureau Commanding Officer. Said security plan may include some or all of the following components:

- i. Provisions for on-site private security personnel for the commercial and residential areas. Through individual lease agreements for the proposed retail/commercial uses and property management services for the residential uses, private on-site security services shall be provided. Security officers shall be responsible for patrolling all common areas including the back service corridors and alleys, parking garages, and stairwells. All security officers shall patrol the grounds primarily by foot; however, bike patrol may be implemented in the parking garages and on the surrounding roadways.
- ii. The parking garages shall be designed to cordon off residential and commercial serving parking areas to provide increased security for residents of the Modified Project. Both residential and commercial parking areas shall be fitted with emergency features such as closed circuit television (CCTV) or emergency call boxes that will provide a direct connection with the on-site security force or the LAPD 911 emergency response system.

**Enforcement Agency:** Los Angeles Department of Building and Safety and LAPD

**Monitoring Agency:** Los Angeles Department of Building and Safety and LAPD

**Monitoring Phase:** Operation

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Issuance of Final Certificate of Occupancy

#### *IV.J.2. Fire Protection*

#### ***Project Design Features***

**Project Design Feature IV.J-1:** Good housekeeping procedures would be implemented during the additional construction required for the Modified Project and would include: the maintenance of mechanical equipment in good operating condition; careful storage of flammable materials in appropriate containers; and the immediate and complete cleanup of spills of flammable materials when they occur.



**Enforcement Agency:** Los Angeles Department of Building and Safety and LAFD  
**Monitoring Agency:** Los Angeles Department of Building and Safety and LAFD  
**Monitoring Phase:** Pre-Construction, Construction  
**Monitoring Frequency:** Ongoing during field inspection  
**Action Indicating Compliance:** Field inspection sign-off

No project design features were identified in the Certified EIR.

***Mitigation Measures***

See Mitigation Measure MM K.1-1, below.

No mitigation measures were identified in the Certified EIR.

***IV.J.3. Recreation and Parks***

***Project Design Features***

No project design features were identified for the Modified Project.

No project design features were identified in the Certified EIR.

***Mitigation Measures***

No mitigation measures are required for the Modified Project.

No mitigation measures were identified in the Certified EIR.

***Schools***

***Project Design Features***

No project design features were identified for the Modified Project.

No project design features were identified in the Certified EIR.

***Mitigation Measures***

**Certified EIR Mitigation Measure MM IV.J.3-1.1: School Bus Access**

- Prior to construction, contact the LAUSD Transportation Branch at (323) 342- 1400 regarding potential impact to school bus routes.
- Maintain unrestricted access for school buses during construction.

- Comply with Provisions of the California Vehicle Code by requiring construction vehicles to stop when encountering school buses using red flashing lights.

**Enforcement Agency:** Los Angeles Department of Building and Safety and LAFD

**Monitoring Agency:** LAFD

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.J-3.1.2: School Pedestrian/Traffic Safety Access**

- Not endanger passenger safety or delay student drop-off or pickup due to changes in traffic patterns, lane adjustments, altered bus stops, or traffic lights.
- Maintain safe and convenient pedestrian routes to LAUSD schools (LAUSD will provide School Pedestrian Route Maps upon your request).
- Maintain ongoing communication with school administration at affected schools, providing sufficient notice to forewarn students and parents/guardians when existing pedestrian and vehicle routes to school may be impacted.
- Not haul past affected school sites, except when school is *not* in session. If that is infeasible, not haul during school arrival and dismissal times.
- Not staging or parking of construction-related vehicles, including worker- transport vehicles, adjacent to school sites.
- Provide crossing guards when safety of students may be compromised by construction-related activities at impacted school crossings.
- Install barriers and/or fencing to secure construction equipment and site to prevent trespassing, vandalism, and attractive nuisances.
- Provide security patrols to minimize trespassing, vandalism, and short-cut attractions.

**Enforcement Agency:** Los Angeles Unified School District and Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Unified School District and Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

#### **IV.K.1. Traffic/Transportation**

##### ***Project Design Features***

**PDF K.1-2:** The Modified Project shall improve the intersections of Gower Street and Sunset Boulevard (North, South, East and West Legs) and Bronson Street and Sunset Boulevard (North, South, East and West Legs) with Continental Crosswalks.

**Enforcement Agency:** LADOT and City of Los Angeles Department of City Planning

**Monitoring Agency:** LADOT and City of Los Angeles Department of City Planning

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Once at plan check, Once prior to issuance of Final Certificate of Occupancy

**Action Indicating Compliance:** Plan approval and issuance of building permits, Issuance of Final Certificate of Occupancy

**PDF K.1-3** The Applicant shall contact Los Angeles County Metropolitan Transportation Authority (LACMTA) Bus Operations Control Special Events Coordinator at 213-922-4632 regarding construction activities that may impact LACMTA bus lines at least 30 days in advance of initiating the Modified Project's additional construction activities. For closures that last more than six months, LACMTA's Stops and Zones Department will also need to be notified at 213-922-5188, 30 days in advance of initiating the Modified Project's additional construction activities. Other municipal bus operators may also be impacted and should be included in construction outreach efforts.

**Enforcement Agency:** Los Angeles County Metropolitan Transportation Authority

**Monitoring Agency:** Los Angeles County Metropolitan Transportation Authority

**Monitoring Phase:** Pre-Construction

**Monitoring Frequency:** Once at plan check

**Action Indicating Compliance:** Issuance of building permit

No project design features were identified in the Certified EIR.

##### ***Mitigation Measures***

See Mitigation Measure MM IV.J.1-1.1, above.

**MM K.1-1:** Gower Street & Sunset Boulevard. The Modified Project shall improve the Gower Street & Sunset Boulevard intersection to provide an operational northbound right turn lane by improving the northbound approach from a left turn lane and shared through/ right turn lane to a left turn lane, through lane and operational right turn lane. Because this improvement requires the relocation of an existing passenger loading zone southerly on Gower Street south of Sunset Boulevard and removal of two to three metered parking

spaces, the Modified Project shall set aside up to 3 spaces for public parking to replace these parking spaces on-site. Additionally, the Modified Project shall install additional system detector loops along the west side of Gower Street.

**Enforcement Agency:** LADOT and City of Los Angeles Department of City Planning

**Monitoring Agency:** LADOT and City of Los Angeles Department of City Planning

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Once at plan check, Once prior to issuance of Final Certificate of Occupancy

**Action Indicating Compliance:** Plan approval and issuance of building permits, Issuance of Final Certificate of Occupancy

**MM K.1-2:** Bronson Avenue & Sunset Boulevard. The Modified Project shall improve the Bronson Avenue and Sunset Boulevard intersection to provide an operational southbound right turn lane by improving the southbound approach from a left turn lane and shared through/right turn lane to a left turn lane, through lane and an operational right turn lane. Because this improvement requires the removal of up to 4 parking spaces on the west side of Bronson Avenue north of Sunset Boulevard, the Modified Project shall set aside 4 spaces for public parking to replace these parking spaces on-site. Additionally, the Modified Project shall install additional system detector loops along the west side of Bronson Avenue.

**Enforcement Agency:** LADOT and City of Los Angeles Department of City Planning

**Monitoring Agency:** LADOT and City of Los Angeles Department of City Planning

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Once at plan check, Once prior to issuance of Final Certificate of Occupancy

**Action Indicating Compliance:** Plan approval and issuance of building permits, Issuance of Final Certificate of Occupancy

**MM K.1-3:** The Modified Project shall implement a Transportation Demand Management (TDM) Plan, consistent with the recommendations of LADOT, that would achieve a least a 10% reduction in the Modified Project's P.M. Peak Hour trips. While multiple methods of compliance may be available for certain measures, the final TDM Plan shall be reviewed and approved by LADOT prior to the certificate of occupancy for the Modified Project to ensure that the TDM Plan will provide at minimum a 10% reduction in the Modified Project's P.M. Peak Hour trips. Potential measures that could achieve a 10% reduction in the Modified Project's P.M. Peak Hour trips include the following elements:

1. Establish an on-site Transportation Management Office (TMO) as part of the management office to assist residents and employees in finding alternate travel modes and strategies.

2. Provide a visible on-site kiosk with options for ridesharing, bus routes, bike routes in a prominent area(s) in view for residents, employees and patrons of the commercial components;
3. Provide car sharing service for residents and employees;
4. Encourage alternative work arrangements for residents and employees;
5. Improve the existing bus stop on the north side of Sunset Boulevard, east of Gordon Street;
6. Provide transit pass reductions of at least 25% for residents and employees
7. Provide carpool and vanpool matching and preferential parking for carpools/vanpools that register with the TMO;
8. Provide secure bicycle facilities and bicycle sharing service for residents and employees;
9. Provide transit and ridesharing incentives such as points or coupons for merchandise
10. Provide guaranteed rides home for employees that use alternative modes of transportation or rideshare in the event of an emergency;
11. Provide unbundled parking for residents; and
12. Encourage office tenants to establish workplace parking for employees (i.e. charging employees of office tenants for some or all of their parking costs) or to establish an employee parking cash-out program.

**Enforcement Agency:** LADOT

**Monitoring Agency:** LADOT

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Once prior to issuance of Final Certificate of Occupancy

**Action Indicating Compliance:** Issuance of Final Certificate of Occupancy

**Certified EIR Mitigation Measure MM IV.K.1-2** If it is necessary for the Applicant to obtain a haul route permit for the Modified Project's additional construction activities, prior to the issuance of a grading permit, the Applicant shall record and execute a Covenant and Agreement (Planning Department General Form CP-6770), binding the Applicant to the following haul route conditions:

- i. All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.
- ii. Hours of operation shall be from 9:00 A.M. to 4:00 P.M.
- iii. Days of the week shall be Monday through Saturday. No hauling activities are permitted on Sundays or Holidays.
- iv. Trucks shall be restricted to 18-wheel trucks or smaller.
- v. The Traffic Bureau of the Los Angeles Police Department shall be notified prior to the start of hauling (213.485.3106).
- vi. Streets shall be cleaned of spilled materials at the termination of each work day.
- vii. The final approved haul routes and all the conditions of approval shall be available on the job site at all times.
- viii. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- ix. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.
- x. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- xi. All trucks are to be watered only when necessary at the job site to prevent excessive blowing dirt.
- xii. All trucks are to be cleaned of loose earth at the job site to prevent spilling. Any material spilled on the public street shall be removed by the contractor.
- xiii. The applicant shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.
- xiv. All regulations set forth in the State of California Department of Motor Vehicles pertaining to the hauling of earth shall be complied with.
- xv. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.



- xvi. One flag person(s) shall be required at the job site to assist the trucks in and out of the Project area. Flag person(s) and warning signs shall be in compliance with Part II of the 1985 Edition of "Work Area Traffic Control Handbook."
- xvii. The City of Los Angeles, Department of Transportation, telephone 213.485.2298, shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along the route.
- xviii. Any desire to change the prescribed routes must be approved by the concerned governmental agencies by contacting the Street Use Inspection Division at (213) 485-3711 before the change takes place.
- xix. The permittee shall notify the Street Use Inspection Division, at (213) 485-3711, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations.
- xx. A surety bond by Contractor shall be posted in an amount satisfactory to the City Engineer for maintenance of haul route streets. The forms for the bond will be issued by the Valley District Engineering Office, 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401. Further information regarding the bond may be obtained by calling 818.374.5090; or the West Los Angeles District Engineering Office, 1828 Sawtelle Boulevard, 3rd Floor, Los Angeles, CA 90025. Further information regarding the bond may be obtained by calling 310.575.8388; or by the Central District Engineering Office, 201 N. Figueroa Street, Room 770, Los Angeles, CA 90012. Further information regarding the bond may be obtained by calling 213.977.6039; or by the Harbor District Engineering Office, 638 S. Beacon Street, 4th Floor, San Pedro, CA 90731. Further information regarding the bond may be obtained by calling 310.732.4677.

**Enforcement Agency:** LADOT and Los Angeles Department of Building and Safety

**Monitoring Agency:** LADOT and Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

#### **IV.K.2 Parking**

##### ***Project Design Features***

No project design features were identified for the Modified Project.

No project design features were identified in the Certified EIR.

### ***Mitigation Measures***

**Certified EIR Mitigation Measure MM IV.K.2-1:** In order to mitigate potential parking impacts from construction workers the Project shall, prior to commencing construction, develop a Construction Parking Plan requiring construction workers to park off-street and not use on-street parking spaces. The Project contractor shall develop a temporary off-street parking plan to ensure a sufficient supply of off-street spaces is provided for the construction workers.

**Enforcement Agency:** LADOT

**Monitoring Agency:** LADOT

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Field inspection sign-off

### **V. General Impact Categories**

#### Hazardous Materials/Risk of Upset

#### ***Project Design Features***

No project design features were identified for the Modified Project.

No project design features were identified in the Certified EIR.

### ***Mitigation Measures***

**Certified EIR Mitigation Measure MM IV.D-1:** Implementation of the Code-Required Measures IV.D-1.1 and IV.D-1.2, would ensure potential impacts related to the release of hazardous materials resulting from the potential release of asbestos containing materials and lead-based paint during construction would be mitigated to less than significant levels. No additional mitigation measures are required.

**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:** Ongoing during field inspection

**Action Indicating Compliance:** Issuance of demolition permit, Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.D-2:** Implementation of the Code-Required Measures IV.D-1.1 and IV.D-1.2, would ensure potential impacts related to the potential release of hazardous materials from the routine transport, use, or disposal of potentially hazardous materials would be mitigated to less than significant levels.

**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:** Ongoing during field inspection  
**Action Indicating Compliance:** Issuance of demolition permit, Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.D-3.1:** The Modified Project shall maintain appropriate fire and police access to the Project Site during the construction process.

**Enforcement Agency:** Los Angeles Department of Building and Safety  
**Monitoring Agency:** Los Angeles Department of Building and Safety  
**Monitoring Phase:** Construction  
**Monitoring Frequency:** Ongoing during field inspection  
**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.D-3.2:** To the maximum extent feasible, the Modified Project shall schedule all construction-related deliveries and haul trips to occur outside peak traffic hours.

**Enforcement Agency:** Los Angeles Department of Building and Safety  
**Monitoring Agency:** Los Angeles Department of Building and Safety  
**Monitoring Phase:** Construction  
**Monitoring Frequency:** Ongoing during field inspection  
**Action Indicating Compliance:** Field inspection sign-off

**Certified EIR Mitigation Measure MM IV.D-5:** The Applicant shall prepare and submit an emergency response plan for approval by the City of Los Angeles Planning Department and the City of Los Angeles Fire Department. The emergency response plans shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

**Enforcement Agency:** Los Angeles Department of Building and Safety, LAFD, and City of Los Angeles Department of City Planning  
**Monitoring Agency:** Los Angeles Department of Building and Safety and LAFD, City of Los Angeles Department of City Planning  
**Monitoring Phase:** Pre-Construction  
**Monitoring Frequency:** Ongoing during field inspection  
**Action Indicating Compliance:** Field inspection sign-off


# INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. Please note that “compliance” means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission’s ROPs can be accessed at <http://planning.lacity.org>, by selecting “Commissions & Hearings” and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

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\*\*If you are using Explorer, you need will need to enable the Acrobat  toolbar to see the bookmarks on the left side of the screen.

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If you have any questions, please contact the Commission Office at (213) 978-1300.

## LATHAM & WATKINS LLP

July 19, 2018

Kevin Golden  
Deputy Advisory Agency  
City of Los Angeles Department of City Planning  
200 N. Spring Street, Room 620  
Los Angeles, CA 90012

Mindy Nguyen  
Hearing Officer for the City Planning Commission  
Los Angeles Department of City Planning  
200 N. Spring Street, Room 621  
Los Angeles, CA 90012

Nuri Cho  
Tract Case Planner  
Los Angeles Department of City Planning  
200 N. Spring Street, Room 621  
Los Angeles, CA 90012

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Re: Sunset and Gordon Mixed-Use Project (CPC-2015-1922-GPA-VZC-HD-CUB-DB-SPR) (VTT-74172) (ENV-2015-1923-EIR): Response to Coalition to Preserve LA June 20, 2018 Letter and July 6, 2018 Appeal

Dear Mr. Golden, Ms. Nguyen, and Ms. Cho:

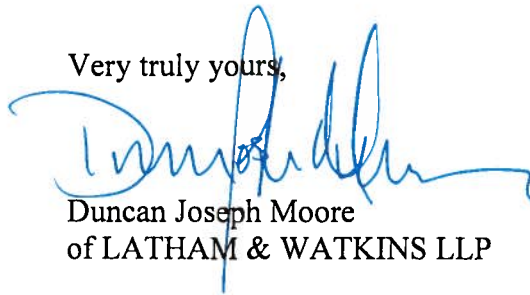
We write on behalf of our client, 5929 Sunset (Hollywood), LLC ("5929 Sunset"), regarding the proposed Sunset and Gordon Mixed-Use Project located on Sunset Boulevard in the Hollywood community of Los Angeles (the "Modified Project") and in response to a letter submitted to you on June 20, 2018, by Mitchell Tsai on behalf of the Coalition to Preserve LA ("Coalition") as well as the Coalition's July 6, 2018 appeal of the Advisory Agency's approval of the Vesting Tentative Tract Map (VTT-74172) ("VTTM") for the Modified Project. **The arguments in the June 20, 2018 letter and July 6, 2018 appeal are virtually identical.** On the morning of the June 20 Advisory Agency and Hearing Officer hearing, Mr. Tsai submitted the Coalition's over 600 page comment letter regarding the Final Supplemental Environmental Impact Report ("Supplemental EIR") for the Modified Project, which conduct was in direct conflict with the City's submittal guidelines that limit day of hearing submissions to two written pages. Subsequently, on June 29, 2018, the Advisory Agency approved the VTTM for the Modified Project and the Coalition appealed the Advisory Agency approval on July 6, 2018. The Coalition's appeal is also over 600 pages and provides all of the same content and raises all of the same claims as the June 20, 2018 letter. Accordingly, we are responding to both submittals with this letter.

LATHAM & WATKINS LLP

The Coalition's claims are erroneous and were largely addressed in responses to comment from the City set forth in the Final Supplemental EIR. In fact, many of the Coalition's claims appear to have been recycled, verbatim, from comments previously submitted on the Draft Supplemental EIR by Mr. Tsai on behalf of the AIDS Healthcare Foundation in a letter dated October 9, 2017. Regardless of this duplication, and in order to keep the City fully informed of the issues, we have responded to each of the Coalition's claims in Attachment A. These responses, together with the substantial and detailed consideration that has been given to the Modified Project as part of a robust public process, fully support our request that the City Planning department recommend approval of the Modified Project and denial of the Coalition's appeal to the City Planning Commission.

We appreciate your consideration of our responses and would be happy to answer any questions you may have.

Very truly yours,



Duncan Joseph Moore  
of LATHAM & WATKINS LLP

Enclosures

cc: Councilmember Mitch O'Farrell  
Craig Bullock, Council District 13  
Shaul Kuba, 5929 Sunset (Hollywood), LLC  
Katherine Casey, Craig Lawson & Co., LLC  
Lauren Paull, Latham & Watkins



**ATTACHMENT A:**  
**RESPONSE TO COALITION TO PRESERVE LA CLAIMS**

**I. INTRODUCTION**

On June 20, 2018, the Coalition to Preserve LA (“Coalition”) submitted a comment letter to the Department of City Planning concerning the Final Supplemental Environmental Impact Report (“Supplemental EIR”) for the Sunset and Gordon Mixed-Use Project (“Modified Project”).<sup>1</sup> Subsequently, on July 6, 2018, the Coalition appealed the Advisory Agency’s approval of the Modified Project’s Vesting Tentative Tract Map (“VTTM”). The Coalition’s appeal submittal raises the exact same claims as its June 20, 2018 letter.

Notably, the Coalition appears to have ignored the responses to comment provided in the Modified Project’s Final Supplemental EIR. Specifically, many of the Coalition’s claims are identical to comments that Mitchell Tsai submitted on the Modified Project’s Draft Supplemental EIR on behalf of the AIDS Healthcare Foundation (“AHF”), which the Final Supplemental EIR fully addressed. Further, the new arguments submitted by the Coalition on the Supplemental EIR are erroneous, unsupported by evidence and contradicted by the robust analysis provided by the City’s experts in the Final Supplemental EIR. Contrary to the Coalition’s claims, the Supplemental EIR was prepared in compliance with the California Environmental Quality Act (“CEQA”) and the CEQA Guidelines and does not require revision or recirculation.

In addition to CEQA claims, the Coalition also argues that the City failed to comply with the General Plan, Hollywood Community Plan, and the Los Angeles Municipal Code (“LAMC”). All of the Coalition’s claims are without merit or foundation. The Advisory Agency has followed the requirements of the City Charter, LAMC, and Subdivision Map Act (“Map Act”) in approving the Modified Project’s VTTM.

In sum, the Modified Project has undergone an extremely rigorous public process and environmental review. Substantial evidence in the record supports the Advisory Agency’s determination and the conclusions in the Supplemental EIR. Detailed responses to each of the Coalition’s erroneous claims are provided below.

**II. THE SUPPLEMENTAL EIR COMPLIES WITH CEQA**

**A. The Supplemental EIR Adequately Analyzes and Discloses All Significant Transportation Impacts**

Citing to an analysis prepared by RK Engineering Group, Inc., (“RK Analysis”) the Coalition argues that the Supplemental EIR failed to adequately analyze significant transportation impacts. (Coalition June 20, 2018 Letter pp. 4-5, Coalition July 6, 2018 Letter pp. 4-5.) The RK Analysis was included at Exhibit A to both the Coalition’s June 20, 2018 letter

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<sup>1</sup> As background, the Supplemental EIR was prepared as a supplement to the EIR certified by the former Community Redevelopment Agency of the City of Los Angeles, as the lead agency, on October 18, 2007 (State Clearinghouse No. 2006111135) (“Certified EIR”). The project analyzed in the Certified EIR is referred to as the “CRA Approved Project”.

and July 6, 2018 appeal. Overland Traffic Consultants, Inc. prepared a complete response to the RK Analysis dated July 2018, which is included as Exhibit 1 hereto (referred to herein as the “Overland Response”). A summary of the Overland Response is provided herein and demonstrates that the Modified Project would not result in any significant unmitigated transportation impacts.

1. The Supplemental EIR Adequately Discloses the Modified Project’s Impact on Residential Streets

Citing to the RK Analysis, the Coalition claims that the Supplemental EIR fails to disclose a significant impact on neighborhood streets because the analysis excluded traffic generated by the residential portion of the Modified Project as part of its residential street segment analysis. (Coalition June 20, 2018 Letter p. 4, Coalition July 6, 2018 Letter p. 4.) Contrary to the Coalition’s claims, as explained in the Final Supplemental EIR in Section III.B Response to Comment Letters page III.B-74 – 75 (Response to Comment 5A.29) as well as the Overland Response, the residential street analysis was conducted fully in compliance with CEQA, the CEQA Guidelines, and Los Angeles Department of Transportation (“LADOT”) policies, procedures and guidelines, and no significant impact from Modified Project traffic would result.

The LADOT Traffic Study Policies and Procedures, August 2014 and updated Transportation Impact Study Guidelines, December 2016 provide thresholds for the residential street segment impact analysis requirements and impact identification. The LADOT Traffic Study Policies and Procedures, August 2014 state:

Commercial projects may be required to conduct residential street impact analysis. A local residential street can be potentially impacted based on an increase in the average daily traffic volumes. The objective of the residential street analysis is to determine the potential for cut-through traffic impacts on a residential street that can result from a Project. Cut-through trips are measured as vehicles that bypass a congested arterial or intersection by instead opting to travel along a residential street.

(Traffic Study Policies and Procedures, p. 16.) In addition, the Traffic Study Policies and Procedures state that:

When selecting residential street segments for analysis during the traffic study scoping process, all of the following conditions must be present:

- the project is a nonresidential development and not a school.

(Traffic Study Policies and Procedures, p. 16.) The December 2016 Transportation Impact Study Guidelines reiterate these same statements. Therefore, consistent with LADOT procedures and guidelines a neighborhood traffic analysis must be completed for commercial projects but is not required for residential projects. This is because the purpose of a residential street segment analysis is to determine whether new commercial uses are causing intrusion into a residential neighborhood, and not because of new residents. Because the Modified Project has both residential and commercial

components, the Modified Project's Traffic Study was required to evaluate potential cut-through traffic on residential streets of its commercial component only. This approach is consistent with how other traffic studies of mixed-use projects are conducted in the City of Los Angeles.<sup>2,3,4,5</sup>

To support its claim that the analysis should include the residential trips, the Coalition cites to outdated language from the 2009 CEQA Guidelines Appendix G asking whether the project would "[c]ause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?" (Coalition June 20, 2018 Letter p. 4, Coalition July 6, 2018 Letter p. 4.) Contrary to the Coalition's inaccurate citation, the current CEQA Appendix G, XVI Transportation/Traffic asks, would the project:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Accordingly, the CEQA Guidelines' Appendix G provides that the focus of the analysis is the performance of the entire circulation system based on applicable plans and policies not whether there is an increase in vehicle trips. This change to the CEQA Guidelines Appendix G was implemented effective March 18, 2010 in response to Senate Bill 97, which directed the Natural Resources Agency to develop certain amendments to the CEQA Guidelines. The traffic and transportation language in Appendix G was amended to focus on a project's effect on the overall circulation system instead of merely an increase in traffic trips. The Natural Resources Agency made this change because increases in traffic are not necessarily indicators of a potentially significant environmental impact. For instance, some projects that improve the effectiveness of the circulation system can actually result in an increase in vehicle traffic. In amending CEQA Guidelines Appendix G, the Natural Resources Agency recognized a lead agency's discretion to select a methodology to evaluate the impacts of a project on the circulation system as a whole. The City's decision to focus only on the commercial trips for the residential street segment

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<sup>2</sup> City of Los Angeles Department of Transportation, LADOT Approval Letter for the Transportation Impact Assessment for the Proposed Mixed-Use Development Located at 800 South Western Avenue (CPC-2016-3608-GPAJ-ZCJ-HD-DB-MCUP-CU-SPR), dated August 7, 2017,

<sup>3</sup> City of Los Angeles Department of Transportation, LADOT Approval Letter for the Transportation Impact Assessment for the Mixed-Use Project Located at 1350 North Western Avenue (ENV-2016-4544-EAF/DIR-2016-4510-DB-WDI-SPR), dated July 11, 2017.

<sup>4</sup> City of Los Angeles Department of Transportation, LADOT Approval Letter for the Transportation Impact Assessment for the Proposed Mixed-Use Project Located at 3700 West Wilshire Boulevard (ENV-2016-2580-EAF /CPC-2016-2579-VZC-BL-MCUP-ZAD-SPR /VTT-74191), dated November 23, 2016.

<sup>5</sup> City of Los Angeles Department of Transportation, LADOT Approval Letter for the Transportation Impact Assessment for the Proposed Mixed-Use Project at 6901 Santa Monica Boulevard (CORRECTED), dated August 5, 2015.

analysis is consistent with CEQA Guidelines Appendix G and reflects the City's independent judgment about how to evaluate impacts to the entire circulation system.

Therefore, for the reasons stated above the Modified Project would not have a significant impact on local residential streets and the street segment analysis was conducted in compliance with applicable LADOT policies and CEQA and the CEQA Guidelines.

2. The Modified Project Would Not Significantly Impact the Intersection of Sunset Boulevard and Vine Street

Citing to the RK Analysis, the Coalition claims that the Supplemental EIR fails to disclose a significant impact at the intersection of Sunset Boulevard and Vine. (Coalition June 20, 2018 Letter pp. 4-5, Coalition July 6, 2018 Letter p. 5.) As explained in detail in the Overland Response, the Modified Project would not have a significant impact at Sunset Boulevard and Vine Street.

As part of the Final Supplemental EIR, Overland Traffic Consultants prepared the March 2018 Sunset & Gordon Mixed Use Project Supplemental Traffic Analysis ("Supplemental Traffic Analysis"). As detailed in the Supplemental Traffic Analysis and restated in the Overland Response, the Supplemental Traffic Analysis determined that even with a conservative redistribution of the Modified Project's traffic, which relocated trips north of Sunset Boulevard on Vine Street and Argyle Avenue, the Modified Project would have a less than significant traffic impact to the intersection of Sunset Boulevard and Vine Street with the incorporation of feasible mitigation.

Nonetheless, the Coalition argues without citation or support that more of the Modified Project's trips are likely to use Vine Street north of Sunset Boulevard than was assumed as part of the Supplemental Traffic Analysis. (Coalition June 20, 2018 Letter pp. 4-5, Coalition July 6, 2018 Letter p. 5.) Contrary to the Coalition's argument, as detailed in the Overland Response the distribution in the Supplemental Traffic Analysis was conservative. While the Supplemental Traffic Analysis fully addressed the Coalition's comment regarding potential impacts at Sunset Boulevard and Vine Street and its conclusions are correct, the Overland Response explains that the Supplemental Traffic Analysis (and the Traffic Study in the Draft Supplemental EIR) were prepared based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> Edition. The ITE Trip Generation Manual has been updated to the 10<sup>th</sup> Edition Manual, which was published in September 2017. Given that use of the 10<sup>th</sup> Edition Manual is current best practices, the Overland Response included an additional analysis to update the Modified Project's trip generation assumptions to reflect the trip generation provided in the 10<sup>th</sup> Edition Manual. This analysis demonstrates that under current best practices, the Sunset Boulevard and Vine Street intersection would not be significantly impacted by Modified Project traffic and the less than significant impact with mitigation identified in the Supplemental Traffic Analysis would be further reduced. Accordingly, use of the 10<sup>th</sup> Edition Manual shows that the potential for an impact at the Sunset Boulevard and Vine Street intersection is even lower than what was set forth in the Supplemental Traffic Analysis. This demonstrates the conservative nature of the Supplemental Traffic Analysis' assessment and conclusions regarding this intersection, and

further confirms the conclusion that the Sunset Boulevard and Vine Street intersection would not be significantly and unavoidably impacted.

The Modified Project's trip generation using the 10<sup>th</sup> Edition Manual is presented in Table 2 of the Overland Response and demonstrates that by utilizing the 10<sup>th</sup> Edition Manual's trip generation rates, the Modified Project would result in 1,221 fewer daily trips, 101 fewer AM Peak Hour trips, and 128 fewer PM Peak Hour trips than was previously assumed based on the trip generation rates in the 9<sup>th</sup> Edition Manual. Therefore, the more current 10<sup>th</sup> Edition Manual demonstrates that the impacts of the Modified Project are overestimated in the Modified Project's Traffic Study and Supplemental Traffic Analysis. Using the 10<sup>th</sup> Edition Manual, all of the study intersections would have less traffic from the Modified Project than was anticipated using the 9<sup>th</sup> Edition Manual. Specifically, for Sunset Boulevard and Vine Street, utilizing the same distribution assumptions as those from the Supplemental Traffic Analysis (but updating trip generation to the 10<sup>th</sup> Edition Manual), the intersection of Sunset Boulevard and Vine Street would have a less than significant impact without mitigation. Accordingly, under the 10<sup>th</sup> Edition Manual, implementation of MM K.1.3, which provides for a robust Transportation Demand Management (TDM) Plan, would no longer be required to mitigate a potentially significant impact.

In addition, by using the 10<sup>th</sup> Edition Manual, the Supplemental Traffic Analysis' conservative assumption that 2% of the Modified Project's trips would occur north on Vine Street could increase to 10% of the Modified Project's trips during the peak hour without significantly impacting the intersection of Vine Street and Sunset Boulevard. Consequently, the Modified Project could cause an additional seven vehicle trips to go through the southbound left turn at the intersection without resulting in a significant impact and without the need for mitigation. As detailed in the Overland Response and the Supplemental Traffic Analysis, it is unreasonable to assume that 10% of the Modified Project's trips would occur on Vine Street north of Sunset Boulevard. Nevertheless, this analysis was included in the Overland Response to demonstrate that by utilizing the 10<sup>th</sup> Edition Manual, which is current best practice in transportation impact analyses, a substantial increase in traffic could occur at the Vine Street and Sunset Boulevard intersection associated with the Modified Project without resulting in a potentially significant traffic impact.

Therefore, contrary to the Coalition's assertions, the Modified Project would have a less than significant impact at Sunset Boulevard and Vine Street even under an unreasonable assumption where the amount of Modified Project-related traffic going through that intersection is substantially increased.

3. Vehicles Queuing in the Modified Project Would Not Result in a Significant Impact to Gordon Street

Citing to the RK Analysis, the Coalition claims that the Supplemental EIR underestimates the length of vehicle queues likely to form from vehicles attempting to enter the Project Site. (Coalition June 20, 2018 Letter p. 5, Coalition July 6, 2018 Letter p. 5.) As explained in the Overland Response, queuing from the Modified Project would not result in a significant impact to Gordon Street.



The Supplemental Traffic Analysis included a queuing analysis for the Modified Project and concluded that there is adequate on-site queue space under conservative estimates and the vehicle queue would not extend beyond the boundaries of the Modified Project site such that it would have the potential to affect vehicles traveling on Gordon Street. As provided in the Supplemental Traffic Analysis, the combined maximum queue of seven vehicles during the AM Peak Hour (comprised of one vehicle associated with residential uses and six vehicles associated with the commercial uses) and combined maximum of six vehicles during the PM Peak Hour (comprised of two vehicles associated with residential uses and four vehicles associated with the commercial uses) can be accommodated within the Modified Project's parking garage which provides space for eleven vehicles to queue prior to entry through the access gates.

The RK Analysis argues without support that in accessing the residential portion of the garage, "vehicles will creep up towards the gate itself and block circulation leaving the project" and will "result in conflicts with . . . parking spaces that will need to back into the main circulation aisle." (Coalition June 20, 2018 Letter p. 5, Coalition July 6, 2018 Letter p. 5, RK Analysis p. 3.) This argument is focused on potential delays that could occur within the parking structure, and not queues that could extend outside the parking structure and affect a public street. The Modified Project's queuing analysis was conducted consistent with CEQA requirements to evaluate whether queuing would have the potential to affect vehicles traveling on the public street of Gordon Street. The L.A. CEQA Thresholds Guide (2006) does not require that a proposed project evaluate parking conditions on-site, but instead requires evaluation of a project's parking access and circulation to vehicular traffic on the existing traffic system. (See CEQA Thresholds Guide (2006), L.5 Project Access.)

Therefore, the comments raised by the RK Analysis regarding potential temporary conflicts that could arise in the internal workings of the garage are not properly evaluated as part of a queuing analysis because these conflicts would not have an impact on drivers traveling north or south on Gordon Street. Further, any internal conflicts within a parking garage are typical as vehicles enter and exit parking spaces. The RK Analysis also states that there is no left turn pocket to make a U-turn out of the site in the event that a vehicle erroneously enters the building. However, like most garages in the City of Los Angeles, if a vehicle enters the garage accidentally and wants to exit immediately, the vehicle will likely need to enter the parking area in order to exit. This is not an unusual circumstance for a parking garage, as garages are not designed for accidental entry. Regardless, were a vehicle to accidentally enter the garage and need to turn around within the garage, this would not result in a potential affect to vehicles traveling north or south on Gordon Street.

The RK Analysis also asks how guests will enter the residential gated area. (Coalition June 20, 2018 Letter p. 5, Coalition July 6, 2018 Letter p. 5, RK Analysis p. 3.) As explained in the Supplemental Traffic Analysis, residents will have an entry card/fob sensor to quickly activate the entry gates. Accordingly, some guests who will be using resident parking spaces would access the residential parking area with a tenant's entry card or fob sensor. Other guests of the Project Site may choose to park in the commercial parking area in which case they will access the parking area with a ticket. The LAMC does not require specific guest parking spaces for the Modified Project under Parking Option 1. Were a residential guest to park in the residential area their access time is anticipated to be similar to a residents because they would



have the tenant's entry card or fob sensor, and therefore the access time was estimated at a conservative 13 seconds. Were a guest to utilize the commercial parking area a conservative 40-second service rate was assumed. Accordingly, the queuing analysis accounted for conservative service rates, and guest queuing would not be longer than estimated. Therefore, contrary to the Coalition's assertion no impact to Gordon Street would occur for vehicles queuing at the Modified Project.

4. Recirculation of the Supplemental EIR is not Required Because There is No Significant New Information in the Final Supplemental EIR

The Coalition asserts that the Draft Supplemental EIR should be recirculated because the Final Supplemental EIR adopted as a mitigation measure a transportation demand management plan to mitigate transportation impacts. (Coalition June 20, 2018 Letter p. 5, Coalition July 6, 2018 Letter p. 5.) The Coalition misstates the CEQA requirement for recirculation. The Final Supplemental EIR's new transportation mitigation measure does not constitute "significant new information" warranting recirculation.

CEQA requires recirculation when "significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review." (CEQA Guidelines Section 15088.5.) CEQA Guidelines Section 15088.5 explains that "significant new information" requiring recirculation includes:

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

The Final Supplemental EIR: disclosed no new significant environmental impacts from the Modified Project that could not be mitigated; did not result in a substantial increase in the severity of an environmental impact; included no new alternative or mitigation measure that would lessen impacts that was declined to be adopted; and was not inadequate and conclusory such that meaningful public review and comment were precluded. Therefore, no recirculation is required.

CEQA case law regarding recirculation further supports that no recirculation of the Supplemental EIR is required. As stated in *Laurel Heights v. Regents of University of California*, "the Legislature did not intend to promote endless rounds of revision and recirculation of EIR's. Recirculation was intended to be an exception, rather than the general

rule.” (*Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, 1132.) Specifically, “[r]ecirculation ... is required when it reveals, for example, a new substantial impact or a substantially increased impact on the environment.” (*Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 447 [citation omitted].) “New information to an EIR after the close of the public comment period is not ‘significant’ unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a *substantial* adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. [Citation.]” (*Laurel Heights* (1993) 6 Cal.4th 1112, 1129.) In fact “even a substantial increase in the severity of an environmental impact does not require recirculation of an EIR, or the preparation of an SEIR if mitigation measures are adopted which reduce the impact to a level of insignificance.” (*River Valley Preservation Project v. Metropolitan Transit Development Board* (1995) 37 Cal.App.4th 154, 168 (internal citations omitted).) The Final Supplemental EIR included no new significant information requiring recirculation. Identifying an impact that would be reduced to a less than significant level with feasible mitigation, such as the Modified Project’s transportation demand management plan, is not new significant information requiring recirculation. Therefore, recirculation of the Supplemental EIR is not required.

**B. The Supplemental EIR Adequately Analyzes the Modified Project’s Impact on Housing and Population.**

The Coalition asserts that the Supplemental EIR fails to analyze or mitigate impacts on housing and population. (Coalition June 20, 2018 Letter pp. 45-6, Coalition July 6, 2018 Letter p. 6.) The Coalition’s comment regarding housing and population is the exact same comment that AHF submitted in response to the Draft Supplemental EIR. Accordingly, the comment was fully addressed in the Final Supplemental EIR at Response to Comments 5A.33 and Response to Comment 5A.34 in Section III.B Responses to Comment Letters at pages III.B-79 - 82. However, the Coalition’s comment entirely ignores that a response to this was provided in the Final Supplemental EIR.

As explained in the Final Supplemental EIR, the Modified Project’s potential impacts with respect to housing and population were fully analyzed in Section IV.G, Population, Housing & Employment, of the Draft Supplemental EIR. The Coalition argues that allocating 5 percent of the Modified Project’s units to affordable housing does not adequately mitigate the Modified Project’s impacts on displacement of residents in the City. (Coalition June 20, 2018 Letter pp. 5-6, Coalition July 6, 2018 Letter p. 6.) However, the Supplemental EIR determined that the Modified Project would have no impact with respect to housing and population displacement. The analysis of displacement was fully addressed in the Certified EIR, which determined that the CRA Approved Project would not result in a significant impact with regard to population or housing displacement, as replacement housing for the nine dwelling units that existed on the Project Site would be provided by the new housing units that would be developed on the Project Site. The Modified Project does not change the Certified EIR’s conclusion since the Modified Project would continue to provide replacement housing units that would exceed the nine dwelling units that previously existed on the site. Further, as an additional benefit, the Modified Project includes 15 affordable housing units that were not proposed under the CRA Approved

Project analyzed in the Certified EIR, which exceeds the nine older dwelling units that previously existed on the Project Site. Therefore, while no change would occur from the CRA Approved Project regarding displacement of people or housing and no impact would occur, the Modified Project enhances the mix of housing provided by including 15 new affordable housing units. Accordingly, contrary to the Coalition's claim that the Supplemental EIR fails to mitigate its impacts on housing and population there is no mitigation necessary for the Modified Project because it would not result in an impact to displacement of people or housing under CEQA.

The Coalition further claims that urban revitalization, such as new housing, can have negative impacts on low-income residents of a neighborhood. (Coalition June 20, 2018 Letter p. 6, Coalition July 6, 2018 Letter p. 6.) Such an effect, related to economic or social change issues, are not effects considered by CEQA. CEQA Guidelines Section 15064(e) provides that "[e]conomic and social changes resulting from a project shall not be treated as significant effects on the environment." (See also CEQA Guidelines Section 15382; see e.g. *Joshua Tree Downtown Business Alliance v. County of San Bernardino* (2016) 1 Cal.App.5th 677.) The Coalition's opinion regarding urban revitalization does not implicate any physical condition of the environment. Further, there are no thresholds of significance identified in City of L.A. CEQA Thresholds Guide (2006) or Appendix G of the CEQA Guidelines related to urban revitalization. Therefore, no CEQA impact with regard to urban revitalization would occur.

The Coalition also claims, citing to the Regional Housing Needs Assessment (RHNA), that the Supplemental EIR does not address the mismatch between the mix of housing provided in the Modified Project and the housing needs within the City. Local communities use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment and household growth.<sup>6</sup> The City does not have a process for allocating the citywide total among City subareas or Community Plan areas.

Nevertheless, the Modified Project's provision of affordable housing is consistent with the goals and policies set forth in the City's RHNA and the Modified Project would increase the amount of affordable housing available on the Project Site above what currently exists. The CRA Approved Project proposed the development of 311 multi-family residences whereas the Modified Project proposes to modify the CRA Approved Project to allow for the development of 299 residential apartment units, including 284 market rate units and 15 affordable housing units at the "very low" income level (5% of total units). Accordingly, the Modified Project proposes to increase the affordable housing stock on the Project Site by 15 affordable housing units, which would not otherwise be provided on the Project Site under the CRA Approved Project. Therefore, the Modified Project is consistent with the RHNA and reflects an improvement as compared to the CRA Approved Project that provided no affordable housing.

Finally, the Coalition erroneously claims that the Supplemental EIR was not an appropriate CEQA document for the Modified Project. (Coalition June 20, 2018 Letter p. 6, Coalition July 6, 2018 Letter p. 6.) The Coalition claims that the Supplemental EIR "tiers its

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<sup>6</sup> SCAG, RHNA & Housing, website: <http://www.scag.ca.gov/programs/Pages/Housing.aspx>, accessed April 2018.

analysis from the . . . 2007 EIR . . . even though rapid economic growth and accompanying population boom in the City of Los Angeles has significantly modified the situation.” (Coalition June 20, 2018 Letter p. 6, Coalition July 6, 2018 Letter p. 6.) Contrary to the suggestion in the Coalition’s statement, the Supplemental EIR evaluates: 1) changes between the CRA Approved Project and the Modified Project; 2) changes with respect to the circumstances under which the CRA Approved Project and the Modified Project are being undertaken, and 3) any new information, which was not known and could not have been known at the time of the Certified EIR for the CRA Approved Project. (See CEQA Guidelines Section 15162.) Accordingly, the Supplemental EIR updated the analysis in the Certified EIR as necessary to account for changes between the CRA Approved Project and the Modified Project, including changes that have occurred since the Certified EIR was certified. Therefore, the Supplemental EIR analysis accounted for applicable changes to population and housing since the Certified EIR.

Therefore, for the reasons stated above, the Supplemental EIR analyzes the Modified Project’s impact on population and housing in compliance with CEQA and the CEQA Guidelines.

### **C. The Supplemental EIR Adequately Describes the Modified Project**

The Coalition asserts that the Supplemental EIR fails to provide a Project Description that complies with CEQA because: 1) in listing the Modified Project’s proposed entitlements, the Project Description states that the entitlements “include, but may not be limited to” and 2) the Project Description does not include a full environmental analysis of the parking alternative that is described in the Project Description. (Coalition June 20, 2018 Letter pp. 6-7, Coalition July 6, 2018 Letter pp. 6-7.) Again, the Coalition’s erroneous claims are identical to what AHF submitted in response to the Draft Supplemental EIR. Accordingly, while the Coalition provides no mention of the previous response, these claims were fully addressed in the Final Supplemental EIR at Response to Comments 5A.5 in Section III.B Responses to Comment Letters at pages III.B-35 - 39.

Regarding the Coalition’s first claim, as explained in further detail in the Final Supplemental EIR, the Draft Supplemental EIR provides a list of the potential permits and approvals that could be required to entitle the Modified Project in compliance with CEQA. CEQA Guidelines Section 15124 requires that “to the extent that the information is known to the lead agency . . . [a] list of permits and other approvals required to implement the project” should be included in the Project Description. All of the potential permits and approvals for the Modified Project are identified on pages II-41 through II-42 in Section II, Project Description, of the Draft Supplemental EIR. This list includes all potential permits and other approvals known to the lead agency at the time the Draft Supplemental EIR was published. The Supplemental EIR is an informational document and informs the decision makers of the potential approvals that could be required; the ultimate approvals are subject to the discretion of the decision makers. The inclusion of language “would include, but may not be limited to” in the Draft Supplemental EIR’s Project Description acknowledges this fact but does not render the Project Description unstable, incomplete or inaccurate.



Further, contrary to the Coalition's second claim, the Supplemental EIR did include a full environmental analysis for the Modified Project's parking alternative. The analysis concludes that the alternative's impacts would be identical to those of the Modified Project. As explained on page II-4 of Section II. Project Description of the Draft Supplemental EIR, as an alternative related to parking, the applicant may seek approval of an ordinance that would reduce the clear space required at structural elements in the Modified Project's parking structure and allow up to 66% of the Modified Project's parking stalls to be compact parking stalls in order to increase the available on-site parking supply to benefit the surrounding community in this area of Hollywood. Under this alternative, the Modified Project would provide approximately 508 parking spaces within the Modified Project's parking structure, which would have three levels below grade, three levels above-grade parking, and a new automated steel parking structure with two floors of automated parking.

The proposal to include 508 parking spaces as part of the Modified Project is consistent with the CRA Approved Project analyzed in the Certified EIR, which proposed 508 parking spaces. The Certified EIR, which was certified by the lead agency on October 18, 2007, is no longer subject to challenge. Because the parking alternative would provide the same number of parking spaces that were analyzed in the Certified EIR, the Modified Project would not result in any new significant environmental impacts or increase the severity of previously identified significant impacts related to providing 508 parking spaces.

In addition, the Draft Supplemental EIR includes a complete analysis of the parking alternative at page IV.K.1-35 in Section IV.K.1, Traffic/Transportation, which explains that the alternative would not encourage additional vehicle trips to the Project Site. As discussed in Section IV.K.1, Traffic/Transportation, as required by LADOT, the trip generation for the Modified Project is based on the proposed mix of uses (residential, office, restaurant, retail, and coffee shop) and not the supply of parking. Providing additional parking spaces for those uses would not modify the proposed mix of uses or demand for those uses. Therefore, the additional parking spaces would not modify the vehicle trip assumptions for the Modified Project. Further, of the 80 additional parking spaces that would be provided under the alternative, approximately 63 of them would be tandem parking spaces within the residential portion of the parking garage. These additional tandem parking spaces would provide additional on-site parking for certain residential units but would not encourage additional vehicle trips to the Project Site because the number of residential units would remain the same and multi-family residential trip generation is based on unit count. Further, these additional parking spaces would only be replacing parking reductions that are permitted for the Modified Project by providing affordable housing and bicycle parking as discussed further in Section IV.H Land Use Planning and Section IV.K.2 Parking of the Draft Supplemental EIR. Without application of those parking reductions, which are allowed by applicable zoning regulations, the code parking requirement for the Modified Project would be 603 parking spaces. Thus, the proposed alternative to provide 508 parking spaces does not modify any of the analysis provided in Section IV.K.1, Traffic/Transportation of the Draft Supplemental EIR.

Because the addition of parking spaces does not modify the vehicle trip assumptions for the Modified Project it similarly does not impact the Modified Project's greenhouse gas analysis. The operational assumptions for the Modified Project's greenhouse gas emissions analysis were

provided on pages IV.D-28 through IV.D-29 in Section IV.D, Greenhouse Gas Emissions, of the Draft Supplemental EIR. As discussed therein, the motor vehicle emission calculations associated with the operation of the Modified Project were based on a projection of annual VMT, which was derived from the trips provided in the Modified Project's Traffic Study. As discussed above, the trip generation for the Modified Project in the Modified Project's Traffic Study was based on the proposed mix of uses and not the parking supply. Thus, the proposed parking alternative does not encourage additional vehicle trips or modify the trip generation that the Modified Project's greenhouse gas emissions analysis utilized to calculate motor vehicle emission during operation. Therefore, the proposed alternative to provide additional parking spaces does not modify any of the analysis provided in Section IV.D, Greenhouse Gas Emissions of the Draft Supplemental EIR.

Accordingly, because the proposed alternative to provide additional parking spaces does not modify any of the analysis provided in Draft Supplemental EIR Section IV.K.1, Traffic/Transportation or Section IV.D, Greenhouse Gas Emissions, no additional traffic or greenhouse gas emissions analysis is warranted. Similarly, the proposed alternative to provide additional parking spaces does not impact or modify any of the Draft Supplemental EIR's analysis in the other environmental issue areas. Because there is no difference in the environmental analysis between the Modified Project and the Modified Project with the proposed parking alternative, there is no environmentally superior alternative between the two and contrary to the Coalition's statement, no environmentally superior alternative needs to be selected.

In addition, the Draft Supplemental EIR's alternatives analysis did identify an environmentally superior alternative for the Modified Project. As discussed in Section VI, Alternatives to the Modified Project, the Draft Supplemental EIR included an analysis of an alternative that did not include the construction of the automated steel parking structure, the No Automated Steel Parking Structure Alternative. The No Automated Steel Parking Structure Alternative was identified as the environmentally superior alternative because the No Automated Steel Parking Structure Alternative does not involve the construction of the automated steel parking structure and thus would slightly reduce the intensity of the significant and unavoidable noise impact as compared to the Modified Project because less exterior construction activities would be involved. Therefore, consistent with Section 15126.6 of the State CEQA Guidelines the Draft Supplemental EIR included an analysis of an environmentally superior alternative.

In addition, pursuant to SB 743 and the provisions set forth by CEQA Section 21099, the Modified Project is classified as a mixed-use residential project located on a project site that is considered an infill site within a Transit Priority Area as defined by CEQA. As such, the Modified Project's parking impacts shall not be considered significant impacts on the environment and no analysis of parking impacts is required. Nevertheless, a parking analysis, was provided in the Draft Supplemental EIR for informational purposes and confirmed that impacts associated with the proposal to provide 508 parking spaces in the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects.



Therefore, for the reasons stated above the Supplemental EIR's Project Description adequately describes the Modified Project in compliance with CEQA and the CEQA Guidelines.

**D. The Supplemental EIR Does Not Adopt Unduly Narrow Project Objectives**

The Coalition asserts the Modified Project's objectives stated in the Supplemental EIR are unduly narrow regarding the provision of 5% affordable housing units. (Coalition June 20, 2018 Letter p. 7, Coalition July 6, 2018 Letter p. 7.) Again, the Coalition's argument is identical to the one submitted by AHF in response to the Draft Supplemental EIR. Accordingly, the comment was fully addressed in the Final Supplemental EIR at Response to Comment 5A.6 in Section III.B Responses to Comment Letters at pages III.B-39 - 41. However, the Coalition entirely ignores that a response to this comment was included in the Final Supplemental EIR.

Section 15124 of the State CEQA Guidelines sets forth the required elements of an EIR's project description including the requirements for the statement of the objectives, which provides:

*(b) A statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project.*

As discussed on page II-10 in Section II, Project Description, of the Draft Supplemental EIR, the underlying purpose of the Modified Project is to meet the demand for mid- to high-rise residential living and provide neighborhood-serving retail uses and additional office space in the Hollywood area of the City of Los Angeles. In order to further this underlying purpose, five basic objectives and 10 additional objectives were identified for the Modified Project, including "To promote affordable housing by including 5 percent affordable housing units at the "Very Low" income level".

In accordance with CEQA, the Modified Project objectives include specific goals that would enable the Modified Project to achieve its underlying purpose. The primary purpose of the project objectives is to help the Lead Agency develop a reasonable range of alternatives to evaluate in the EIR and aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary (CEQA Guidelines Section 15124(b)). As such, the Modified Project objectives were appropriately stated in Section II, Project Description, of the Draft Supplemental EIR, in accordance with CEQA Guidelines Section 15124(b). The objective to promote affordable housing would further the Modified Project's underlying purpose of meeting the demand for mid- to high-rise residential living in the Hollywood area of the City of Los Angeles and provides a clear written statement to help the City of Los Angeles Department of City Planning, as the lead agency, to develop a reasonable range of alternatives to evaluate in the EIR and aid the decision makers in preparing findings.

Significantly, the objective to promote affordable housing was added to the Modified Project to acknowledge the City's need for affordable housing. The CRA Approved Project

analyzed in the Certified EIR did not include an affordable housing component. The addition of the objective to promote affordable housing for the Modified Project helps to ensure that affordable housing will be provided on the Project Site where it would not otherwise have been located.

“CEQA does not restrict an agency’s discretion to identify and pursue a particular project designed to meet a particular set of objectives” (*California Oak Foundation v. Regents of University of California*, 188 Cal.App.4th 227, 276-277 (2010)). “CEQA simply requires the agency to thereafter prepare and certify a legally adequate EIR that provides the agency and the public alike with detailed information regarding the proposed project’s significant environmental impacts, as well as reasonable alternatives that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen [those impacts]” (*Id.* (internal citations omitted); see also CEQA Guidelines, Section 15126.6, subd. (a); *In re Bay-Delta etc.*, 43 Cal. 4th 1143, 1166 (2008)). As explained in *In re Bay-Delta etc.*, 43 Cal. 4th 1143, 1166 (2008), “[a]lthough a lead agency may not give a project’s purpose an artificially narrow definition, a lead agency may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal.” The case cited by the Coalition, *North Coast Rivers Alliance v Kawamura* (2015) 243 Cal. App. 4th 647, 668, cites to *In re Bay-Delta etc.* for this very same proposition.

In compliance with *In re Bay-Delta etc.* and *North Coast Rivers Alliance* the Supplemental EIR established the underlying purpose of the Modified Project: “to meet the demand for mid- to high-rise residential living and provide neighborhood-serving retail uses and additional office space in the Hollywood area of the City of Los Angeles.” (Draft Supplemental EIR, Section II. Project Description, page II-10.). The Supplemental EIR structured the alternatives analysis around this underlying purpose. Thus, the Modified Project’s objectives and underlying purpose are consistent with Section 15124 of the State CEQA Guidelines.

In addition, the Modified Project would have a less than significant impact to population, housing, and employment. Therefore, changing the affordable housing percentage provided by the Modified Project would not change the conclusions in the Supplemental EIR and did not constrain the alternatives analysis provided in Section VI. Alternatives to the Modified Project.

Therefore, for the reasons stated above the Supplemental EIR’s Project Objectives are in compliance with CEQA and the CEQA Guidelines.

**E. The Supplemental EIR Analyzes the Environmental Impacts of the Clear Space Reduction Ordinance (known as the “Modified Project’s Parking Alternative”)**

The Coalition asserts that the Supplemental EIR fails to include a full environmental analysis of the Modified Project’s parking alternative (referred to by the Coalition as the Clear Space Reduction Ordinance). (Coalition June 20, 2018 Letter pp. 7-8, Coalition July 6, 2018 Letter pp. 7-8.) Again, the Coalition’s erroneous comment is the same comment that AHF submitted in response to the Draft Supplemental EIR. Accordingly, the comment was fully addressed in the Final Supplemental EIR at Response to Comment 5A.7 in Section III.B

Responses to Comment Letters at pages III.B-41. The Coalition does not address that a complete response to this comment was included in the Final Supplemental EIR. This comment is also repetitive of the Coalition's comment that was addressed in Section II(C) above, which explains that the Supplemental EIR included a thorough analysis of the parking alternative including the potential transportation, parking, and other environmental impacts of providing 508 parking spaces as part of the Modified Project.

Therefore, for the reasons stated above, the Supplemental EIR's analysis of the Modified Project's parking alternative complies with CEQA and the CEQA Guidelines.

**F. The Supplemental EIR is Not Impermissibly Vague and Does Not Defer Critical Details of Mitigation Measures**

The Coalition asserts that the Supplemental EIR is impermissibly vague and defers mitigation measures. (Coalition June 20, 2018 Letter pp. 8-9, Coalition July 6, 2018 Letter pp. 8-9.) Like the Coalition's other Supplemental EIR comments, this is the same comment that AHF submitted in response to the Draft Supplemental EIR. A thorough response to this comment was included in the Final Supplemental EIR at Responses to Comments 5A.9 to 5A.19 in Section III.B Responses to Comment Letters at pages III.B-42 - 56. The Coalition's comment entirely ignores that a response to this was provided in the Final Supplemental EIR. In fact, in total, the Final Supplemental EIR included 14 pages providing a robust response to this exact same comment. As provided in significantly more detail in the Final Supplemental EIR, the Supplemental EIR is not impermissibly vague and does not defer critical details of mitigation measures because the mitigation measures either do not defer the formulation of mitigation measures or include specific performance standards associated with their implementation as allowed by CEQA.

The Coalition's argument includes an incomplete quote of State CEQA Guidelines Section 15126.4(a)(1)(B). State CEQA Guidelines Section 15126.4(a)(1)(B) goes on to explain that the formulation of mitigation measures after adoption is allowed when the included mitigation measures "specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way." (See *Riverwatch v. County of San Diego* (1999) 76 Cal.App.4th 1428, 1447 (holding that "the fact the entire extent and precise detail of the mitigation that may be required is not known does not undermine the final EIR's conclusion that the impact can in fact be successfully mitigated" when there is "nothing in the record which suggests that the impact cannot be mitigated in the manner described in the final EIR.").) Accordingly, because the Modified Project's mitigation measures include performance standards, the Supplemental EIR was prepared in accordance with CEQA and the CEQA Guidelines.

Further, all of the mitigation measures the Coalition complains about are mitigation measures that were originally approved by the CRA in connection with its certification of the Certified EIR. As explained in Section I. Introduction / Executive Summary at pages I-14 – I-15 of the Draft Supplemental EIR, the Modified Project contained two sets of mitigation measures: (1) Certified EIR Mitigation Measures, which are mitigation measures that the Modified Project would continue to implement that were included in the Certified EIR, and (2) MMs, which are

mitigation measures the Modified Project would implement that were not included in the Certified EIR to account for any physical or regulatory changes to the circumstances under which the Modified Project is being undertaken. On October 18, 2007, the CRA adopted the Certified EIR and on December 14, 2007, the CRA subsequently adopted the mitigation monitoring and reporting program, which included the Certified EIR Mitigation Measures. The City also adopted the Certified EIR Mitigation Measures as part of its approval of the project. As such, the Certified EIR Mitigation Measures the Coalition references have already been adopted and are no longer subject to challenge.

Nevertheless, the Final Supplemental EIR addressed the Coalition's specific comments pertaining to the Certified EIR Mitigation Measures providing detail why each are sufficiently detailed and definite, and do not improperly defer mitigation. Furthermore, to clarify the requirements of certain Certified EIR Mitigation Measures, mitigation measures MM F-1.6 and MM J.1-1.1 and regulatory compliance measures CM H-1 and CM H-2 were added to the Modified Project to ensure that requirements of the Certified EIR Mitigation Measures are achieved.

Each mitigation measure mentioned by the Coalition is addressed in detail in the Final Supplemental EIR, **which the Coalition's comment completely ignores**. Despite the fact that each mitigation measure the Coalition raises has been fully responded to as required by CEQA, included below is a summary of the response and explanation of how each mitigation measure complies with CEQA and the CEQA Guidelines.

1. Certified EIR Mitigation Measure MM. F-1.2

Certified EIR Mitigation Measure MM F-1.2 provides:

Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen such activities from these land uses to the maximum extent possible.

Certified EIR Mitigation Measure MM F-1.2 is consistent with Section 15126.4(a)(1)(B) of the State CEQA Guidelines and is not vague and unenforceable. Certified EIR Mitigation Measure MM F-1.2 specifies exactly which activities shall be conducted away from noise sensitive uses, and specifies how barriers on the site like construction trailers can be used to reduce noise impacts. Accordingly, there is no ambiguity about those activities to which it applies.

Nevertheless, to further clarify the Modified Project's noise mitigation measures, MM F-1.6 was incorporated into Section II, Additions and Corrections Section of the Final Supplemental EIR. MM F-1.6 provides for the development of a Construction Noise Mitigation Plan that will reduce noise impacts by at least 10 dBA through implementation of construction noise reduction measures. Implementation of mitigation measure MM F-1.6 would reduce

construction noise similar to the noise mitigation measures from the Draft Supplemental EIR; however, MM F-1.6 provides additional clarity about how construction noise reduction would be accomplished.

2. Certified EIR Mitigation Measure MM. F-1.3

Certified EIR Mitigation Measure MM F-1.3 provides:

To the maximum extent feasible, the use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized.

Certified EIR Mitigation Measure MM F-1.3 is consistent with Section 15126.4(a)(1)(B) of the State CEQA Guidelines and is not vague and unenforceable. Analysis of the peak construction noise activities was provided in the Draft Supplemental EIR and would be generated during the excavation, grading stage and the finishing stage of construction. The peak exterior noise levels for the Modified Project are the same as those identified in the Certified EIR for the CRA Approved Project. Accordingly, there is no ambiguity about the peak noise construction activities.

Nevertheless, mitigation measure MM F-1.6, was incorporated into Section II, Additions and Corrections Section of the Final Supplemental EIR. MM F-1.6 provides for the development of a Construction Noise Mitigation Plan that will reduce noise impacts by at least 10 dBA through implementation of construction noise reduction measures. Implementation of mitigation measure MM F-1.6 would reduce construction noise similar to the noise mitigation measures from the Draft Supplemental EIR; however, MM F-1.6 provides additional clarity about how construction noise reduction would be accomplished.

3. Certified EIR Mitigation Measure MM IV.H-7

Certified EIR Mitigation Measure MM IV.H-7 provides:

The Applicant shall procure all necessary entitlements and land use approvals from the City of Los Angeles Department of City Planning, including but not limited to the various discretionary actions as listed in Section 3, Item B of Section IV.H. Land Use Planning in the Draft Supplemental EIR.

The mitigation measure is consistent with Section 15126.4(a)(1)(B) of the State CEQA Guidelines because the Modified Project cannot be developed unless and until the necessary land use entitlements are procured from the City of Los Angeles. All potential, anticipated discretionary actions needed from the City of Los Angeles are listed in Section 3, Item B of Section IV.H. Land Use Planning in the Draft Supplemental EIR. Therefore, Certified EIR Mitigation Measure MM IV.H-7 is not vague, does not defer mitigation to a later date, and is enforceable.



4. Certified EIR Mitigation Measure MM IV.H-4-1

Certified EIR Mitigation Measure MM IV.H-4-1 provides:

The Applicant shall develop a construction and demolition debris recycling program to divert construction related solid waste and demolition debris from area landfills.

Certified EIR Mitigation Measure MM IV.H-4-1 is provided to ensure that a construction and demolition debris recycling program be prepared. Certified EIR Mitigation Measure MM IV.H-4-1 does not improperly defer mitigation to a later date or fail to specify a performance standard. As discussed in Section IV, Mitigation Monitoring Program, of the Final Supplemental EIR, LADBS and the Bureau of Sanitation would enforce Certified EIR Mitigation Measure MM IV.H-4-1 to ensure that the development of a construction and demolition debris recycling program would divert construction related solid waste and demolition debris from area landfills with a field inspection required for sign-off. During their compliance review, LADBS and the Bureau of Sanitation would review for compliance with LAMC requirements, which include solid waste diversion goals (see LAMC Section 66.32 et seq.). Thus, Certified EIR Mitigation Measure MM IV.H-4-1 is consistent with Section 15126.4(a)(1)(B) of the State CEQA Guidelines and does not defer mitigation to a later date and is enforceable as a performance based mitigation measure.

In addition, since certification of the Certified EIR, the 2010 L.A. Green Code became effective on January 1, 2011. Per the 2010 L.A. Green Code, the Modified Project would implement a construction waste management plan to achieve the 2010 L.A. Green Code's requirement of 50 percent diversion from landfills. Accordingly, regulatory compliance measure CM H-1 was incorporated into Section II, Additions and Corrections Section of the Final Supplemental EIR, which provides for the implementation of a construction waste management plan to achieve the 2010 L.A. Green Code's requirement of 50 percent diversion from landfills.

Implementation of regulatory compliance measure CM H-1 would ensure the development and implementation of a construction waste management plan consistent with Certified EIR Mitigation Measure MM IV.H-4-1. Thus, the addition of regulatory compliance measure CM H-1 clarifies how Certified EIR Mitigation Measure MM IV.H-4-1's requirements would be accomplished.

5. Certified EIR Mitigation Measure MM IV.H-4-2

Certified EIR Mitigation Measure MM IV.H-4-2 provides:

The Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the project. As a result of the City's space allocation ordinance, the Los Angeles Municipal Code (LAMC) includes provisions for recycling areas or rooms in all new development projects.



Certified EIR Mitigation Measure MM IV.H-4-2 does not improperly defer mitigation to a later date because the requirements of the recycling plan are clearly provided for in the text of the mitigation measure through its reference to Los Angeles Municipal Code requirements. Specifically, Certified EIR Mitigation Measure MM IV.H-4-2 would be consistent with Section 12.21-A,19 of the LAMC, which provides that all non-residential and high-rise residential projects provide areas for collecting and loading recyclable material. Additionally, as discussed in Section IV. Mitigation Monitoring Program, of the Final Supplemental EIR, compliance with Certified EIR Mitigation Measure MM IV.H-4-2 will be monitored by LADBS and the Bureau of Sanitation during pre-construction and construction activities with a field inspection required for sign-off. Therefore, Certified EIR Mitigation Measure MM IV.H-4-2 is consistent with Section 15126.4(a)(1)(B) of the State CEQA Guidelines, does not defer mitigation to a later date and is enforceable.

Further, since certification of the Certified EIR, development of a recycling plan is required through compliance with regulations, including compliance with CALGreen waste reduction measures for the operation of the Modified Project as well as LAMC Section 12.21 A.19. Accordingly, regulatory compliance measure CM H-2 was incorporated into Section II, Additions and Corrections of the Final Supplemental EIR which requires that the Modified Project comply with LAMC Section 12.21 A.19 and the CALGreen Code to ensure the 5929 Sunset develop an operational project recycling plan.

Implementation of regulatory compliance measure CM H-2 would ensure the development and implementation of an operational project recycling plan consistent with Certified EIR Mitigation Measure MM IV.H-4-2. Thus, the addition of regulatory compliance measure CM H-2 clarifies how Certified EIR Mitigation Measure MM IV.H-4-2's requirements would be accomplished.

6. Certified EIR Mitigation Measure MM IV.J.1-2.1

Certified EIR Mitigation Measure MM IV.J.1-2.1 provides:

In order to mitigate the potential temporary and short-term traffic impacts of any necessary lane and/or sidewalk closures during the construction period, the Project shall, prior to construction, develop a Construction Traffic Control/Management Plan to be approved by LADOT to minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular and pedestrian circulation in the area of the Project. The Plan should include temporary roadway striping and signage for traffic flow as necessary, as well the identification and signage of alternative pedestrian routes in the immediate vicinity of the Project if necessary.

Certified EIR Mitigation Measure MM IV.J.1-2.1 is provided to ensure that a Construction Traffic Control/Management Plan be prepared in consultation with LADOT if any lane and/or sidewalk closures are necessary during the construction period. Certified EIR Mitigation Measure MM IV.J.1-2.1 does not improperly defer mitigation to a later date because the requirements of the Construction Traffic Control/Management Plan are clearly provided for

in the mitigation measure. As discussed in Section IV, Mitigation Monitoring Program, of the Final Supplemental EIR, compliance with Certified EIR Mitigation Measure MM IV.J.1-2.1 will be monitored by LADOT during pre-construction and construction activities with a field inspection required for sign-off. Therefore, Certified EIR Mitigation Measure IV.J.1-2.1 is consistent with Section 15126.4(a)(1)(B) of the State CEQA Guidelines and does not defer mitigation to a later date and is enforceable.

Nevertheless, MM J.1-1.1 has been incorporated into Section II, Additions and Corrections Section of the Final Supplemental EIR. Implementation of mitigation measure MM J.1-1.1 would ensure that a Construction Traffic Control/Management Plan is prepared for the Modified Project consistent with Certified EIR Mitigation Measure MM IV.J.1-2.1. Thus, the addition of mitigation measure MM J.1-1.1 clarifies how Certified EIR Mitigation Measure MM IV.J.1-2.1's requirements would be accomplished.

7. Certified EIR Mitigation Measure MM IV.J.1-3.2

Certified EIR Mitigation Measure MM IV.J.1-3.2 provides:

The Applicant shall develop and implement a Security Plan in consultation with the LAPD, outlining the security services and features to be provided in conjunction with the Modified Project. The plan shall be coordinated with the LAPD and a copy of said plan shall be filed with the LAPD West Bureau Commanding Officer. Said security plan may include some or all of the following components:

- i. Provisions for on-site private security personnel for the commercial and residential areas. Through individual lease agreements for the proposed retail/commercial uses and property management services for the residential uses, private on-site security services shall be provided. Security officers shall be responsible for patrolling all common areas including the back service corridors and alleys, parking garages, and stairwells. All security officers shall patrol the grounds primarily by foot; however, bike patrol may be implemented in the parking garages and on the surrounding roadways.
- ii. The parking garages shall be designed to cordon off residential and commercial serving parking areas to provide increased security for project residents of the Modified Project. Both residential and commercial parking areas shall be fitted with emergency features such as closed circuit television (CCTV) or emergency call boxes that will provide a direct connection with the on-site security force or the LAPD 911 emergency response system.

Certified EIR Mitigation Measure MM IV.J.1-3.2 is provided to ensure that a security plan be prepared in consultation with LAPD. Certified EIR Mitigation Measure MM IV.J.1-3.2 does not improperly defer mitigation to a later date because the requirements of the security plan are clearly provided for the Mitigation Measure. As discussed in Section IV, Mitigation Monitoring Program, of the Final Supplemental EIR, compliance with Certified EIR Mitigation

Measure MM IV.J.1-3.2 will be monitored by LADBS and LAPD during pre-construction and construction activities with a field inspection required for sign-off. Thus, Certified EIR Mitigation Measure MM IV.J.1-3.2 is consistent with Section 15126.4(a)(1)(B) of the State CEQA Guidelines and does not defer mitigation to a later date.

8. Certified EIR Mitigation Measure MM IV.K.2-1

Certified EIR Mitigation Measure MM IV.K.2-1 provides:

In order to mitigate potential parking impacts from construction workers the Project shall, prior to commencing construction, develop a Construction Parking Plan requiring construction workers to park off-street and not use on-street parking spaces. The Project contractor shall develop a temporary off-street parking plan to ensure a sufficient supply of off-street spaces is provided for the construction workers.

Certified EIR Mitigation Measure IV.K.2-1 does not improperly defer mitigation to a later date because the requirements of the Construction Parking Plan are clearly provided for in the text of the Mitigation Measure. As discussed in Section IV, Mitigation Monitoring Program, of the Final Supplemental EIR, LADOT would monitor and ensure the project contractor complies with the Construction Parking Plan during construction of the Modified Project and LADOT would indicate compliance with Certified EIR Mitigation Measure MM IV.K.2-1 by approval of the Construction Parking Plan and field inspection sign-offs during the Modified Project's construction activities. Thus, Certified EIR Mitigation Measure MM IV.K.2-1 is consistent with Section 15126.4(a)(1)(B) of the State CEQA Guidelines.

In addition, during the Modified Project's additional construction activities it is anticipated that all construction workers can park on-site in either the Modified Project's parking garage or the closed park site.

Furthermore, pursuant to SB 743 and the provisions set forth by CEQA Section 21099, the Modified Project is classified as a mixed-use residential project located on a project site that is considered an infill site within a Transit Priority Area as defined by CEQA. As such, the Modified Project's parking impacts shall not be considered significant impacts on the environment.

9. Certified EIR Mitigation Measure MM IV.D-5

Certified EIR Mitigation Measure MM IV.D-5 provides:

The Applicant shall prepare and submit an emergency response plan for approval by the City of Los Angeles Planning Department and the City of Los Angeles Fire Department. The emergency response plans shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

Certified EIR Mitigation Measure MM IV.D-5 is provided to ensure that an emergency response plan be prepared and submitted for review and approval by the City of Los Angeles Planning Department and the City of Los Angeles Fire Department. Certified EIR Mitigation Measure MM IV.D-5 does not improperly defer mitigation to a later date because the requirements of the emergency response plan are clearly provided for in the text of the Mitigation Measure. In addition, as discussed in Section IV, Mitigation Monitoring Program, of the Final Supplemental EIR, compliance with Certified EIR Mitigation Measure MM IV.D-5 will be monitored by LADBS and the City of Los Angeles Fire Department during pre-construction activities with a field inspection required for sign-off. Thus, Certified EIR Mitigation Measure MM IV.D-5 is consistent with Section 15126.4(a)(1)(B) of the State CEQA Guidelines and does not defer mitigation to a later date.

**G. The Project Does Not Require a New Environmental Impact Report or a Subsequent Environmental Impact Report**

The Coalition asserts a new EIR or a Subsequent EIR should have been prepared for the Modified Project instead of the Supplemental EIR. (Coalition June 20, 2018 Letter pp. 9-10, Coalition July 6, 2018 Letter p. 10.) Again, the Coalition's argument is substantially the same as the one submitted by AHF in response to the Draft Supplemental EIR. Accordingly, the comment was fully addressed in the Final Supplemental EIR at Response to Comment 5A.20 in Section III.B Responses to Comment Letters at pages III.B-57 - 62. As with other comments by the Coalition, the Coalition ignores that a response was provided in the Final Supplemental EIR.

As explained in further detail in the Final Supplemental EIR, contrary to the Coalition's claim, the Supplemental EIR prepared for the Modified Project is the appropriate CEQA document to analyze the Modified Project's potential effects on the environment. Consistent with CEQA and the CEQA Guidelines, the purpose of the Draft Supplemental EIR is to inform decision-makers and the general public of the potential environmental impacts resulting from the proposed development of the Modified Project, which involves limited changes to the CRA Approved Project analyzed in the Certified EIR, and to determine whether implementation of the Modified Project would result in any new significant environmental impacts that were not identified in the Certified EIR, or whether the previously identified significant impacts would be substantially more severe. The Draft Supplemental EIR was prepared pursuant to CEQA Section 21166 and CEQA Guidelines Section 15163.

Based on the applicable statutory language, where an environmental impact report has been prepared for a project, and "substantial changes" are proposed that will "require major revisions of the environmental impact report," then either a subsequent or supplemental environmental impact report is required. (CEQA Section 21166.) A supplemental environmental impact report may be prepared where "[o]nly minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation." (CEQA Guidelines Section 15163.) Here 5929 Sunset is proposing limited modifications to the CRA Approved Project through the Modified Project and only minor additions or changes were necessary to make the Certified EIR adequate to apply to the Modified Project.

The Coalition cites to *Save Our Neighborhood v. Lishman* (2006) 140 Cal. App. 4th 1288, 1301 to support its claim that the Supplemental EIR is not the appropriate CEQA review document for the Modified Project. As an initial matter, the *Save Our Neighborhood* decision only addresses when a CEQA addendum is an appropriate CEQA document. (*Id.* at 1291.) The decision does not address when it is appropriate to prepare a subsequent or a supplemental EIR, and thus is not applicable to the facts involving the Modified Project where a supplemental EIR was prepared consistent with CEQA Section 21166 and CEQA Guidelines Section 15163.

In addition, the California Supreme Court strongly criticized a portion of the *Save Our Neighborhood* opinion where the court stated that “a threshold question is whether we are dealing with a change to a particular project or a new project altogether. Public Resources Code section 21166 ... [applies] to the former but not the latter.” (See *Friends of College of San Mateo Gardens v. San Mateo County Community College Dist.* (2016) 1 Cal. 5th 937, which was also cited by the Coalition). Instead of the “new project” test introduced in *Save Our Neighborhood*, in *Friends of College* the Supreme Court confirmed that under CEQA the relevant inquiry is whether “there is a change in plans, circumstances, or available information after a project has received initial approval, the agency’s environmental review obligations ‘turn[] on the value of the new information to the still pending decisionmaking process.’” (*Marsh v. Oregon Natural Resources Council* (1989) 490 U.S. 360, 374 [104 L. Ed. 2d 377, 109 S. Ct. 1851] (*Marsh*)). If the original environmental document retains some informational value despite the proposed changes, then the agency proceeds to decide under CEQA’s subsequent review provisions whether project changes will require major revisions to the original environmental document because of the involvement of new, previously unconsidered significant environmental effects.” (*Friends of College of San Mateo Gardens v. San Mateo County Cmty. Coll. Dist.* (2016) 1 Cal.5th 937, 951–52.) The court explained that this lead agency determination is entitled to deference stating that “[w]e expect occasions when a court finds no substantial evidence to support an agency’s decision to proceed under CEQA’s subsequent review provisions will be rare, and rightly so.” (*Id.* at 953; See also *Moss v. County of Humboldt* (2008) 162 Cal.App.4th 1041, 1052.)

The Coalition states that due to changes in the plans, circumstances and available information concerning the Modified Project, the Certified EIR for the CRA Approved Project lacks informational value, requiring an entirely new environmental impact report based upon current environmental conditions presuming the non-existence of the currently illegal structure. (Coalition June 20, 2018 Letter p. 10, Coalition July 6, 2018 Letter p. 10.) The Coalition’s claim is based purely on unsubstantiated opinion, and is not supported by any evidence. Further, and contrary to the Coalition’s claims, the Certified EIR retains substantial informational value given that the overall changes between the CRA Approved Project and the Modified Project are minor. The CRA Approved Project analyzed in the Certified EIR proposed the demolition of existing uses on the Project Site and the development of an approximately 324,432 square-foot mixed use project including: 311 multi-family residences, approximately 53,500 square feet of commercial space, a 21,177 square-foot public park on the north side of the Project Site along Gordon Street, and two supergraphic signs. The project analyzed in the Certified EIR included a 23- story structure (260 feet high above grade) with an 18-floor residential tower above a five-level above-grade podium structure with three to four levels of subterranean parking.



The Modified Project is a substantively similar development, involving all of the same uses as the CRA Approved Project – and most of those uses are slightly smaller under the Modified Project. Specifically, the Modified Project analyzed in the Supplemental EIR proposes the development of an approximately 324,693 square-foot mixed use project including: 299 residential apartment units, including 284 market rate units and 15 affordable housing units at the “very low” income level (5% of total units), approximately 46,110 square feet of commercial space comprised of approximately 38,440 square feet of office space, approximately 3,700 square feet of ground floor restaurant space and approximately 3,970 square feet of ground floor community serving retail space (including up to a 1,475 square foot coffee shop), an approximately 18,962 square-foot public park, and one supergraphic sign.<sup>7</sup> The Modified Project includes a 22-story structure (250 feet high above grade) with an 18-floor residential tower above a four-level above grade podium that would have three levels below grade and three levels above-grade parking and two floors of a new automated parking. Accordingly, the physical changes between the Modified Project and the CRA Approved Project are extremely minor, and thus the Certified EIR continues to provide informational value for the environmental analysis of the Modified Project.

In addition, as required by CEQA Section 21166, the analysis in the Draft Supplemental EIR evaluates: 1) changes between the CRA Approved and the Modified Project; 2) changes with respect to the circumstances under which the CRA Approved and the Modified Project are being undertaken; and 3) any new information, which was not known and could not have been known at the time of the Certified EIR for the CRA Approved Project. By providing these comparisons, the environmental analysis addresses each of the potential environmental effects of the Modified Project as compared to the CRA Approved Project and demonstrates that the Certified EIR retains informational value for the decision makers. Each environmental issue analyzed in the Supplemental EIR contains a discussion of existing conditions, an assessment and discussion of the significance of impacts associated with the CRA Approved Project and the Modified Project, mitigation measures, cumulative impacts, and level of impact significance after mitigation.

The Coalition asserts that an entirely new environmental impact report based upon current environmental conditions presuming the non-existence of the currently illegal structure is required. (Coalition June 20, 2018 Letter p. 10, Coalition July 6, 2018 Letter p. 10.) Contrary to this statement, the Draft Supplemental EIR was prepared in compliance with CEQA and the CEQA Guidelines and therefore describes the current environmental conditions but does not take credit for the existence of the building and public park. In compliance with CEQA Guidelines Section 15125, the Draft Supplemental EIR provides a description of the physical environmental conditions in the vicinity of the Project Site, as they exist at the time the notice of preparation was published. This discussion includes a description of existing and surrounding land uses and describes the moderate changes from the surrounding land uses described in the Certified EIR due to construction of other buildings and new related projects that have occurred since certification of the Certified EIR. In accordance with CEQA Guidelines Section 15125(a), to accurately provide a description of the physical environmental conditions in the vicinity of the

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<sup>7</sup> 5929 Sunset has withdrawn its request for the supergraphic sign. Accordingly, it is no longer proposed as part of the Modified Project.



Project Site, the Draft Supplemental EIR discusses the fact that a vacant mixed use building and public park currently occupy the Project Site. Moreover, the Draft Supplemental EIR's environmental analysis of the Modified Project does not take credit for the vacant 22-story, approximately 250-foot high mixed use building of approximately 319,562 square feet of floor area, and an approximately 18,962 square-foot public park on the Project Site. Accordingly, while the Draft Supplemental EIR updates the current environmental setting to account for the existing building and public park, the Draft Supplemental EIR includes a complete environmental analysis of the Modified Project, including an analysis of the construction of the existing building and public park.

The Coalition also states that the Certified EIR lacks information value since it has been more than 10 years since the certification of the Certified EIR. (Coalition June 20, 2018 Letter p. 10, Coalition July 6, 2018 Letter p. 10.) Length of time is not a controlling factor in determining whether a previously certified EIR maintains informational value. In *Mani Brothers Real Estate Group v. City of Los Angeles* (2007) 153 Cal.App.4th 1385, 15 years had lapsed between the certification of the EIR for the original project and the project modification and the court found the EIR had informational value. (See also *Santa Teresa Citizen Action Group v. City of San Jose* (2003) 114 Cal.App.4th 689 [eight years between certified FEIR and addendum].) Therefore, the inquiry is whether the Certified EIR retains information value and not the length of time since the certification of the EIR. As explained above, the Certified EIR maintains substantial informational value for the Modified Project's environmental analysis given that the overall physical changes between the CRA Approved Project and the Modified Project are extremely minor.

Finally, the comment states that previous approvals for the CRA Approved Project were based on preservation of the Old Spaghetti Factory façade and cites to an unpublished court opinion that addressed some of those approvals. (Coalition June 20, 2018 Letter p. 10, Coalition July 6, 2018 Letter p. 10.) Contrary to the comment's suggestion, the Modified Project's proposal for the Old Spaghetti Factory façade is consistent with the Certified EIR. The Certified EIR explained that the applicant was exploring options for the Old Spaghetti Factory building at 5939 Sunset Boulevard Building (herein after referred to as the "OSF Building") including a partial structural treatment plan to retain and incorporate a portion of the OSF Building as a prominent design element at the corner of Sunset Boulevard and Gordon Street or alternatively other methods that would not require retention and/or restoration but would memorialize the social significance of this building as it relates to the development of the Hollywood area. The Certified EIR explained that since none of the buildings located on the Project Site were deemed historically or culturally significant, demolition and/or remodel of these structures would not significantly impact any historic or cultural resource. The Modified Project would demolish the OSF Building and incorporate a replica of its façade in approximately the same position and dimensions of the demolished building. The Modified Project's replica of the building façade is consistent with the Certified EIR's description of the option to not retain and/or restore the building façade, but instead to memorialize the social significance of this building as it relates to the development of the Hollywood area. Accordingly, the comment's reference to the previous approvals have no bearing on the adequacy of the Supplemental EIR.

For the reasons stated above the Supplemental EIR is the appropriate environmental document for the Modified Project, accounts for changes in plans, circumstances and available information concerning the Modified Project, and prepared the environmental analysis in compliance with CEQA and the CEQA Guidelines.

#### **H. The Project Will Not Have Significant Impact on Land Use**

The Coalition claims that the Modified Project will have a significant impact on Land Use because the Modified Project requires entitlements including a General Plan Amendment and Vesting Zone and Height District Change. (Coalition June 20, 2018 Letter p. 10, Coalition July 6, 2018 Letter p. 10.) Because the Modified Project requires these entitlements, the Coalition claims with no basis or evidentiary support that the Modified Project is inconsistent with the City's General Plan and Hollywood Community Plan. Contrary to the unsupported statement, the Modified Project would not have a significant Land Use impact. As detailed in Section IV.H Land Use Planning of the Draft Supplemental EIR at pages IV.H-46-62, the Modified Project is consistent with local land use policies and regulations including the General Plan Framework Element and the Hollywood Community Plan. Therefore, the Modified Project would not have a significant Land Use impact and is in compliance with CEQA and the CEQA Guidelines.

### **III. THE MODIFIED PROJECT COMPLIES WITH THE CITY'S GENERAL PLAN, HOLLYWOOD SPECIFIC PLAN AND THE LAMC**

#### **A. The Modified Project's Proposed General Plan Amendment, Vesting Zone and Height District Change, and VTTM Comply With The Hollywood Community Plan**

The Coalition incorrectly claims that the Modified Project is inconsistent with the Hollywood Community Plan. (Coalition June 20, 2018 Letter pp. 10-11, Coalition July 6, 2018 Letter pp. 10-11.) The Coalition's first claim related to the Hollywood Community Plan is that the Hollywood Community Plan bars increases in density without adequate transportation infrastructure. The Coalition's claim fails for a number of reasons. To begin, the Hollywood Community Plan states:

No increase in density shall be effected by zone change or subdivision unless it is determined that the local streets, major and secondary highways, freeways, and public transportation available in the area of the property involved, are adequate to serve the traffic generated. Adequate highway improvements shall be assured prior to the approval of zoning permitting intensification of land use in order to avoid congestion and assure proper development. (Hollywood Community Plan HO-4.)

Significantly, the Modified Project's proposed entitlements do not result in any increase in density on the Project Site. The existing zoning on the Project Site permits a floor area of 324,901 square feet and a residential density of 305 dwelling units. (See Ordinance 180,094, CPC-2007-GPA-ZC-HD-CU-CUB-ZV-ZAA-SPR-SPE-SPP, Council File 08-1509.) The Modified Project proposes a floor area of 324,693 square feet and 299 residential apartment

units—less floor area and less residential density than what is currently permitted on the Project Site. Accordingly, there is no increase in density proposed as part of the Modified Project.

Nevertheless, even if the Modified Project were to result in an increase in density, the local streets, major and secondary highways, freeways, and public transportation available in the Project Site area are adequate to serve the traffic generated. As shown in the Supplemental EIR, the Modified Project would have a less than significant traffic and transportation impact with the incorporation of mitigation measures. Specifically, the Modified Project would implement improvements to the intersections of Gower Street and Sunset Boulevard and Bronson Avenue and Sunset Boulevard (MM K.1-1 and MM K.1-2) and would also implement a robust Transportation Demand Management (TDM) Plan (MM K.1-3). Therefore, with the incorporation of mitigation measures the Supplemental EIR concludes that the Modified Project would have a less than significant impact to traffic and transportation and the local streets, major and secondary highways, freeways, and public transportation available in the area of the Project Site are adequate to serve the traffic generated. Accordingly, the Modified Project complies with the Hollywood Community Plan.

In addition, the Coalition argues that the City must prepare station area master plans as described in the Hollywood Community Plan prior to permitting higher intensity development like the Modified Project. As explained above, the Modified Project proposes a slight reduction in density from what the existing zoning on the Project Site allows. Nevertheless, the Coalition's characterization of the Hollywood Community Plan incorrectly states that station area master plans are required. With respect to Metro Rail Station areas, the Hollywood Community Plan states "if development intensities greater than those depicted in this Plan are to be encouraged, station area master plans should be prepared." The Modified Project's density of 4.5:1 is consistent with the density depicted on the Hollywood Community Plan. Specifically, Footnote 9 of the Hollywood Community Plan General Plan Land Use Map, which corresponds with the Regional Center Commercial land use designation, provides:

This designation is limited to the Hollywood Redevelopment Project Area. Development intensity is limited to 4.5:1 FAR with a maximum of 6:1 FAR possible through a Transfer of Development Rights procedure and/or City Planning Commission approval.

The Project Site is located within the Hollywood Redevelopment Project area. Further, the proposed Modified Project will be consistent with this footnote, and will not exceed a FAR of 4.5:1.

For the reasons above, the Coalition claims that the Modified Project is inconsistent with the Hollywood Community Plan are incorrect and unsupported. Contrary to the Coalition's argument the Modified Project is in conformance with the goals, policies, and objectives of the Hollywood Community Plan.

## **B. The Proposed General Plan Amendment Does Not Violate The City Charter**

The Coalition claims that the Modified Project's requested General Plan Amendment violates the City Charter. (Coalition June 20, 2018 Letter p. 11, Coalition July 6, 2018 Letter p. 11.) This claim is wholly without merit. The City Charter provides that "[t]he General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity." (Charter Section 555(a); see also LAMC Section 11.5.6.) The Coalition states that the portion of the Project Site identified for a General Plan Amendment "is neither a geographic area of significant social, economic or physical identity." However, neither the Charter nor the LAMC include any prohibition on General Plan Amendments applicable to a single lot, parcel or project site. In fact, amendments to the City Charter made in 1999 provided greater flexibility to the City to determine the appropriate size of land area suitable for a General Plan Amendment. (The Los Angeles Old City Charter Section 96.5(3)(a) provided "The General Plan shall be so prepared that the City Planning Commission may approve and the Council may adopt it as follows: as a whole; by complete subject elements; by substantial geographical areas; or by portions of subject elements, provided that any such area or portion has significant social, economic or physical identity.") In addition, the Court of Appeal has held that a general plan may be amended to accommodate a specific zone change. (*deBottari v. City Council* (1985) 171 Cal.App.3d 1204.)

Accordingly, a General Plan Amendment for a portion of the Project Site is allowed by the City Charter. Further, the proposed General Plan Amendment to Regional Center Commercial for a portion of the Project Site is entirely consistent with Charter Section 555(a) because it proposes an amendment to a geographic area that has social, economic or physical identity. Specifically, the three parcels for which a General Plan Amendment is proposed contain the Modified Project's approximately 18,962-square-foot park. This park has social, economic and physical identity. Therefore, contrary to the Coalition's claim, the proposed General Plan Amendment does not violate the City's Charter.

## **C. The VTTM Complies with the Map Act**

Contrary to the Coalition's claims, the Advisory Agency fully adhered to the requirements of the Map Act as implemented by the City of Los Angeles in its approval of the Modified Project's VTTM. Citing to California Government Code Section 66474 (a-b) The Coalition claims that the Map Act requires that a local agency deny approval of a land subdivision where it determines the "the proposed map is not consistent with applicable general and specific plans" or that "the design or improvements of the proposed subdivision is not consistent with applicable general and specific plans." (Coalition June 20, 2018 Letter p. 11, Coalition July 6, 2018 Letter p. 11.) To support this claim, citing to other portions of the Coalition's letter, the Coalition claims that the Modified Project is inconsistent with the General Plan and the Hollywood Community Plan. As provided in detail above, the Modified Project is consistent with the General Plan and the Hollywood Community Plan and satisfies all required findings. Further, the June 29, 2018, Advisory Agency determination for the VTTM satisfied all required Map Act findings at pages 244 – 252.



In addition, when evaluating the required findings for a VTTM, the Map Act requires that the proposed General Plan Amendment – not the existing designation – be applied to the Modified Project’s VTTM. As the Map Act explains, where a local agency considers approval of a map application, “[i]f a subdivision applicant requests changes in the applicable ordinances, policies or standards in connection with the same development project, *any ordinances policies or standards adopted pursuant to the applicant’s request shall apply.*” (Map Act Section 66474.2(c) (emphasis added).) Pursuant to this provision, the Modified Project’s VTTM approval must be analyzed against the Modified Project’s proposed General Plan Amendment in determining consistency with the General Plan and Hollywood Community Plan. As part of VTTM Condition 20, the VTTM is conditioned upon approval of the General Plan Amendment and Vesting Zone and Height District Change for the Modified Project. Therefore, with an approval of the General Plan Amendment and Vesting Zone and Height District Change, the Modified Project would be consistent with the City’s General Plan and Hollywood Community Plan consistent with the requirements of the Map Act.

**D. A Conditional Use Permit to Allow the Sale of Alcoholic Beverages for On-Site Consumption at the Modified Project Does Not Violate LAMC Section 12.24.W.1**

The Coalition claims that the City has failed to issue any of the required findings pursuant to LAMC 12.24.W.1 necessary for approval of a Conditional Use Permit to allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption within the Modified Project’s restaurant. (Coalition June 20, 2018 Letter pp. 11-12, Coalition July 6, 2018 Letter pp. 11-12.) At this time, the City has not issued a determination regarding 5929 Sunset’s request for a Conditional Use Permit. The City held the Hearing Officer Hearing on June 20, 2018 for the Conditional Use Permit request but the initial decision maker for the Conditional Use Permit is the City Planning Commission, who will review the Modified Project on August 9, 2018. (See LAMC Section 12.36.C.1 regarding the initial decision maker for projects requiring multiple approvals.) Accordingly, it is premature for the Coalition to claim that the City has failed to issue the required findings since no determination on the Conditional Use Permit has been made.

Significantly, we note that 5929 Sunset’s request for a Conditional Use Permit to allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption within the Modified Project’s restaurant is similar to the previous use at the Project Site, which was a restaurant serving alcohol. The previous restaurant was located in the same area on the Project Site and provided a beneficial service for the community for approximately 30 years. During its time of operation, there was no record of any spillover effect of an adverse nature on the residential community as a result of the operation of the restaurant use serving alcohol.

Therefore, while it is premature for the City to make any findings regarding the Conditional Use Permit since no determination has been made, if the City chooses to approve the Conditional Use Permit the City will be able to support its determination including consistency with all required findings with substantial evidence.

#### **IV. THE MODIFIED PROJECT WITH BE REVIEWED BY CITY COUNCIL**

The Modified Project's entitlement requests include legislative actions that will be reviewed by the City Council prior to approval regardless of any administrative appeals. (See LAMC Section 12.32.) Accordingly, the Modified Project and its Supplemental EIR will be considered by the elected decision making body for the City.

The Coalition asserts that the City "has declared the Project Approvals final prior to completing the administrative appeals of the Project's EIR." (Coalition June 20, 2018 Letter pp. 12-13, Coalition July 6, 2018 Letter p. 13.) Contrary to this claim, as explained above, the only entitlement for the Modified Project that has received an approval is the Vesting Tentative Tract Map – which the Coalition has appealed to the City Planning Commission. Therefore, there has been no final approval of any of the Modified Project's entitlements. Accordingly, the City will continue to consider the Modified Project's entitlements with the Supplemental EIR.

#### **V. CONCLUSION**

For the reasons stated herein, the Coalition's claims are erroneous and without merit. Accordingly, we respectfully request that the City Planning Department recommend approval of the Modified Project and denial of the Coalition's appeal of the VTTM.



## Exhibit 1

## **SUNSET & GORDON MIXED USE PROJECT**

### **July 2018 Overland Traffic Consultants, Inc. Response to June 19, 2018 RK Engineering Group, Inc. Letter**

RK Engineering Group, Inc. prepared a response, dated June 19, 2018, (hereinafter referred to as the “RK Letter”) to the Final Supplemental Environmental Impact Report (“EIR”) for the Sunset and Gordon Mixed-Use Project (ENV-2015-1923-EIR, State Clearinghouse No. 2006111135). The RK Letter provided three comments regarding the Final Supplemental EIR’s responses to comment related to transportation and traffic. Each comment in the RK Letter is addressed separately below.

#### **RK Letter Comment 1**

RK Letter Comment 1 to the Final Supplemental EIR is as follows:

“The FEIR response to comments did not feel that it was appropriate to assign project traffic north of Sunset Blvd. on Vine Street or Argyle, because the project was closer to the State Route 101 interchange at Hollywood Blvd. and because of possibly slower traffic on these alternative routes. According to the original traffic study approximately 15% of the project traffic is oriented north on State Route 101 and all of it was assign to the Hollywood Blvd. interchange. While it is true that the Hollywood Blvd. interchange is closer to the project than the other two interchanges, the actual travel distance north on the State Route 101 to the Vine Street interchange is actually longer (10-20%) for vehicle desiring to travel north than the other interchanges. Also, there is a substantial amount of traffic congestion on the southbound off-ramp at Hollywood Blvd. heading towards the project as shown in the screenshots included in Appendix A. Therefore, for project traffic heading south on the State Route 101 to the project, these alternative routes are plausible alternatives to what was studied in the original traffic study.

As a result of RK’s comments a supplemental traffic analysis was performed in the FEIR/Response to Comments that did assume traffic would use these alternative routes to access the project site. It did conclude that with project mitigation (implementing a Transportation Demand Management Plan) the impacts at Vine Street at Sunset Blvd. could be adequately mitigated. If only 2% of the 15% is allocated to this intersection. It is very likely that more than 2% of the project trips would occur at this intersection. The reason this is important is the intersection of Vine Street at Sunset Blvd. is projected to operate at a poor level of service (LOS = E) and if one (1) more project trip makes the southbound left turn at the intersection it would make the project have a significant impact even with the proposed TDM Plan.

Even with the Transportation Demand Management Plan. Given the fact that Vine Street is a viable alternative to accessing the project from the southbound State Route 101 some improvement to this failing intersection should be included as project mitigation. Since it is very likely that more than 2% of the project will utilize the intersection of Vine Street and Sunset Blvd.”

### **Response to RK Letter Comment 1**

As stated in the March 2018 Sunset & Gordon Mixed Use Project Supplemental Traffic Analysis (“Supplemental Traffic Analysis”) prepared by Overland Traffic Consultants and included as Appendix C to the Final Supplemental EIR, the trip distribution analyzed in the Modified Project’s Traffic Study, included as Appendix G to the Draft Supplemental EIR, was selected in consultation with the Los Angeles Department of Transportation (LADOT) based on prevailing commuting traffic patterns in the area, including the location of entrances and exits to/from the Hollywood Freeway (SR-101). The trip distribution did not distribute trips between Vine Street and the Hollywood Freeway north of Sunset Boulevard because drivers are not reasonably likely to use Vine Street for access to or from the Hollywood Freeway because there are three alternative Freeway exits that are substantially closer to the Modified Project site than Vine Street and there is no Freeway entrance located on Vine Street. It is not reasonable as part of a traffic impact assessment to assume that drivers would exit a freeway four exits away from their destination and attempt to access that destination over congested surface streets.

To access the Project Site from the southbound Hollywood Freeway, the Modified Project’s Traffic Study reasonably determined that drivers would utilize the two southbound Hollywood Freeway off-ramps that are closest to the Project Site rather than the southbound off-ramp at Vine Street – which is almost a mile away. The closest southbound Hollywood Freeway off-ramp to the Project Site is at Van Ness Avenue and Harold Way. This off-ramp is approximately 1,600 feet from the Project Site. The next closest southbound Hollywood Freeway off-ramp to the Project Site is at Hollywood Boulevard. This off-ramp is approximately 2,300 feet from the Project Site. There is even a third southbound off-ramp that is closer to the Project Site than the off-ramp at Vine Street, located at Gower Street and Yucca Street, which also was not included in the Traffic Study due to distance. As there are three closer southbound Hollywood Freeway off-ramps that can be used to access the Project Site than the southbound Vine Street off-ramp – which is over 4,700 feet away from the Project Site – it is not reasonable to assume that drivers would use the Vine Street off-ramp to access the Modified Project.

In addition to the overall added distance to the Project Site, if a driver were to use the Vine Street off-ramp, it is relevant that the additional distance the driver would need to cover to access the Project Site would occur on slower moving surface streets. It is well known that there are high volumes of traffic on surface streets in the Hollywood area during peak hour periods, making it extremely unlikely that drivers on the southbound Hollywood Freeway would exit the Freeway

four exits away from the Project Site to traverse the added distance on slow moving surface streets. Further, there are well-known high volumes of traffic generally on Vine Street during peak hours due to its central location in Hollywood. Accordingly, drivers would not be expected to use a freeway exit that is further from the Project Site to travel through a more congested area to access the Project Site, when there are closer alternative routes where drivers would experience less congestion over a shorter distance. Drivers' behavior indicates that less heavily traveled routes, roadways and intersections are chosen by regular commuters when possible. Accordingly, the Modified Project's Traffic Study appropriately concluded that drivers would not exit the Hollywood Freeway at Vine Street during peak hours to access the Project Site.

The RK Letter asserts that there is a substantial amount of traffic congestion on the southbound off-ramp at Hollywood Boulevard heading toward the Project Site and includes what appears to be a Google Maps screenshot of the off-ramp to support this assertion. Using this screenshot, the RK Letter argues that access to the Project Site from the Vine Street off-ramp is plausible. As noted above, Hollywood Boulevard is one of three closer southbound Freeway off-ramps that can be used to access the Project Site than the southbound Vine Street off-ramp. Even if the Hollywood Boulevard exit were congested, it is not reasonable to assume that drivers would exit the Freeway two exits prior to Hollywood Boulevard at Vine Street when there are three exits that are closer to the Modified Project. Further, the included screenshot does not support the RK Letter's assertion that Vine Street would be used to access the Project Site during peak hours. There is no information provided in the RK Letter of what time the screenshot was taken or the conditions of the Vine Street off-ramp at the same time. While the Vine Street exit is not provided on the screenshot, the screenshot does show that there is congested traffic on southbound Vine Street at the same time there is traffic on the Hollywood Boulevard off-ramp, which further supports the conclusion that drivers are unlikely to exit the Hollywood Freeway at Vine Street into a high-volume traffic situation.

To access the northbound Hollywood Freeway from the Project Site the Modified Project's Traffic Study reasonably determined that drivers would enter the Hollywood Freeway at the Hollywood Boulevard on-ramp, which is approximately 2,300 feet from the Project Site. There is no northbound entrance to the Hollywood Freeway at Vine Street; accordingly, drivers heading northbound on the Hollywood Freeway during the peak hours would not enter the Vine Street intersection. There is a northbound entrance to the Hollywood Freeway located at Argyle Avenue north of Franklin Avenue, which is approximately 4,400 feet away from the Project Site. Therefore, the Argyle Avenue on-ramp is an additional 2,100 feet (or 47%) further away from the Project Site than the northbound on-ramp at Hollywood Boulevard. Given the distance from the Project Site to this freeway entrance, and the fact that an entrance with multiple access routes is located much closer to the Project Site, the Modified Project's Traffic Study reasonably concluded drivers would not use Argyle Avenue to access the Hollywood Freeway during peak hours.

The RK Letter argues that while the Hollywood Boulevard interchange is closer to the Project Site, "the actual travel distance north on the State Route 101 to the Vine Street interchange is actually longer (10-20%) for vehicle (sic) desiring to travel north than the other interchanges." It

is not clear what the RK Letter is referring to when it states that the actual travel distance to the Vine Street interchange is actually longer.

When leaving the Project Site to head north on the Hollywood Freeway, to reach a point on the Freeway just beyond the Argyle onramp, it would take approximately 525 feet (0.1 mile) longer to get to that point by entering the Freeway at the Hollywood Boulevard entrance than it would by entering the Freeway at the Argyle Avenue entrance. This is because the curve in the Freeway adds slightly more distance than the path to the same point via surface streets. This is a negligible increase in total distance, and because of the slow moving surface streets in Hollywood and generally faster moving Freeway, the Hollywood Boulevard entrance to the Freeway is still more likely to be used because this Freeway entrance is substantially closer to the Project Site than the northbound on-ramp on Argyle Avenue (47% closer). Drivers are more likely to access the Freeway closer to the Project Site and reduce time spent on slower moving surface streets even if there is a small increase in travel distance once on the Freeway. Accordingly, the Modified Project's Traffic Study reasonably concluded that drivers would access the northbound Hollywood Freeway at Hollywood Boulevard.

In addition to the reasonable determination that drivers would not be expected to use Vine Street or Argyle Avenue for access to or from the Hollywood Freeway, based on traffic patterns and the uses along Vine Street the Modified Project's Traffic Study also reasonably determined that drivers would not be expected to utilize Vine Street to travel to/from retail/commercial land uses along Vine Street north of Sunset Boulevard during peak hours. While there are retail/commercial uses along this portion of Vine Street, almost none of them are accessible by vehicle on Vine Street and instead are accessible from alternative streets. Further, the majority of the retail/commercial uses north of Sunset Boulevard on Vine Street are within a ½ mile from the Project Site and are likely to be accessed from the Project Site by walking or bicycle instead of by vehicle. At pages 13-14 the Supplemental Traffic Analysis included a detailed discussion of the retail/commercial uses with storefronts on Vine Street north of Sunset Boulevard explaining why it is not reasonable to assume that drivers from the Modified Project would access those uses from Vine Street.

Accordingly, as further explained in the Supplemental Traffic Analysis, the Modified Project's Traffic Study was based on expert analysis of conditions on the ground in Hollywood and reasonable expectations of driver behavior based on those conditions, as well as conducted in consultation with LADOT and in compliance with CEQA and the CEQA Guidelines. Nevertheless, to be conservative and to provide additional information to the public and decision makers, the Final Supplemental EIR included a Supplemental Traffic Analysis that was prepared to: assign traffic on Vine Street north of Sunset Boulevard and on Argyle Avenue north of Sunset Boulevard during peak hours; analyze potential impacts at the additional three intersections of Sunset Boulevard and Argyle Avenue, Argyle Avenue and Hollywood Boulevard, and Argyle Avenue and the Hollywood Freeway northbound on-ramp; and evaluate potential impacts at the remaining intersections previously evaluated in the Modified Project's Traffic Study. This analysis was presented on pages 14 through 22 of the Supplemental Traffic Analysis.

In response to the Supplemental Traffic Analysis, the RK Letter argues without citation or support that more than 2% of the Modified Project's trips are likely to use Vine Street north of Sunset Boulevard. The Supplemental Traffic Analysis' selection to allocate 2% of the Modified Project's trips on Vine Street north of Sunset Boulevard was conservative. As stated above, the Modified Project's Traffic Study appropriately did not allocate trips north of Sunset Boulevard on Vine Street during peak hours based on reasonable assumptions for a traffic impact analysis that was considered, reviewed and approved by DOT. Accordingly, modifying the analysis to increase the trips on Vine Street north of Sunset Boulevard to 2% reflects a conservative analysis. As shown in Figure 5 of the Modified Project's Traffic Study, the Modified Project's trip distribution assumes that 30% of the Modified Project's trips are coming from/going to the north/northwest. This is a reasonable assumption as 20% of the trips are assumed to be coming from/going to the west; 20% are coming from/going to the east; and 30% are coming from/going to the south/southeast. Of the 30% of trips coming from/going to the north/northwest, the Modified Project's Traffic Study assumed 15% of those trips would utilize the Hollywood Freeway and 15% of those trips would utilize surface streets in Hollywood. For the 15% from surface streets the Modified Project's Traffic Study broke down the 15% as follows: 5% of trips north on Cahuenga Boulevard; 5% of trips north on Gower Street; and 5% of trips north on Bronson Avenue. As part of the Supplemental Traffic Analysis, this percentage was modified as follows: 1% of trips north on Cahuenga Boulevard; 2% of trips north on Vine Street; 2% of trips north on Argyle Avenue; 5% north on Gower Street; and 5% north on Bronson Avenue. Taking into account the distribution of the entire system, instead of just looking at one intersection in isolation, it is clear that allocating 2% of trips north on Vine Street is conservative.

Under these conservative assumptions, the Supplemental Traffic Analysis determined that the same intersections identified as significantly impacted by the Modified Project in the Draft Supplemental EIR would be significantly impacted by the Modified Project prior to mitigation: Bronson and Sunset during the A.M. Peak hour and Gower Street and Sunset during the P.M. Peak hour. Consistent with the Modified Project's Traffic Study, with the implementation of Mitigation Measures MM IV.K.1-1 and MM IV.K.1-2, which include physical intersection improvements, the Supplemental Traffic Analysis determined these intersections would not be significantly impacted by Modified Project traffic. In addition, it was determined that the intersection of Vine Street and Sunset Boulevard could be significantly impacted by the Modified Project during the P.M. Peak Hour in the absence of mitigation. While the Vine Street and Sunset Boulevard intersection has the potential to be significantly impacted, the Supplemental Traffic Analysis identified feasible mitigation that would reduce this impact to a less than significant level. Specifically, implementation of a Transportation Demand Management (TDM) Plan that incorporates enhanced measures to achieve a reduction in the Modified Project's vehicle trips by 10% during the P.M. Peak Hour would be more than sufficient to ensure that the Vine Street and Sunset Boulevard intersection would be mitigated to a level such that this intersection would not be significantly impacted by the Modified Project Traffic. Therefore, the RK Letter's comment regarding the Sunset Boulevard and Vine Street intersection was fully addressed in the Supplemental Traffic Analysis.



While the Supplemental Traffic Analysis fully addressed the RK Letter's comment regarding potential impacts at Sunset Boulevard and Vine Street and its conclusions are correct, it should be noted that the Supplemental Traffic Analysis (and the Traffic Study in the Draft Supplemental EIR) were prepared based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> Edition. The ITE Trip Generation Manual has been updated to the 10<sup>th</sup> Edition Manual, which was published in September 2017. Given that use of the 10<sup>th</sup> Edition Manual is current best practices, an additional analysis has been conducted to update the Modified Project's trip generation assumptions to reflect the trip generation provided in the 10<sup>th</sup> Edition Manual. This analysis demonstrates that under current best practices, the Sunset Boulevard and Vine Street intersection would not be significantly impacted by Modified Project traffic and the less than significant impact with mitigation identified in the Supplemental Traffic Analysis would be further reduced. Put another way, use of the 10<sup>th</sup> Edition Manual shows that the potential for an impact at the Sunset Boulevard and Vine Street intersection is even lower than set forth in the Supplemental Traffic Analysis, which demonstrates the conservative nature of the Supplemental Traffic Analysis' assessment and conclusions regarding this intersection.

More specifically, the 10<sup>th</sup> Edition Manual includes additional data collected for many land uses for more accurate and refined trip generation rates, including for the uses proposed for the Modified Project. The additional data has been collected based on large amounts of more accurate electronic data that is now available for development projects. Further, the trip generation rates in the 10<sup>th</sup> Edition Manual were refined for greater relevancy to modern traffic patterns and trip generation by removing all data collected prior to year 1980. In updating to the 10<sup>th</sup> Edition Manual, many land uses were more clearly defined with Suburban, Urban, and Dense Urban rates to reflect the effect density has on traffic. Accordingly, a new estimate of the Modified Project's trip generation has been conducted using the state of the art data included in the 10<sup>th</sup> Edition Manual. The 10<sup>th</sup> Edition Manual trip generation rates for the Modified Project are presented below in Table 1.

Table 1  
Modified Project Trip Generation  
ITE Trip Generation Manual, 10<sup>th</sup> Edition

| Description                                  | ITE Code | Daily Traffic | AM Peak Hour |     |     | PM Peak Hour |     |     |
|--|----------|---------------|--------------|-----|-----|--------------|-----|-----|
|  |          |               | Total        | In  | Out | Total        | In  | Out |
| Multifamily Housing High Rise <sup>1</sup>   | 222      | 2.01          | 0.21         | 12% | 88% | 0.19         | 70% | 30% |
| Office <sup>2</sup>                          | 710      | 9.74          | 0.83         | 86% | 14% | 0.87         | 17% | 83% |
| Shopping Center <sup>3</sup>                 | 820      | 37.75         | 0.94         | 62% | 38% | 3.81         | 48% | 52% |
| Quality Restaurant <sup>4</sup>              | 931      | 83.84         | 0.73         | 80% | 20% | 7.8          | 67% | 33% |
| Coffee/Donut Shop-No Drive Thru <sup>5</sup> | 936      | 754.55        | 101.14       | 51% | 49% | 36.31        | 50% | 50% |
| Public Park                                  | 411      | 0.78          | 0.02         | 59% | 41% | 0.11         | 55% | 45% |

Rate for Housing is per unit, park per acre and all other per 1,000 square feet

1 High Rise Residential includes apartments that have more than 10 floors - Dense Multi-Use Urban (DM-UU) for Daily, AM & PM rates

2 DM-UU rates for AM & PM Peak Hour, No rates for Daily, used General Urban/Suburban (GU/S) instead

3 Low Sample size for DM-UU rates AM & PM Peak Hour (no daily available), used GU/S instead

4 In/Out Percent for AM based on AM Peak Hour of Generator

5 GU/S rates used for AM & PM Peak due to low sample size of DM-UU rates, No Daily GU/S rate available used DM-UU rate instead  
No DM-UU rates for quality restaurant or public park, GU/S rates used

In applying the 10<sup>th</sup> Edition Manual to the Modified Project this analysis used the Dense Multi-Use Urban rates where available. The ITE Trip Generation Manual defines Dense Multi-Use Urban as:

*a fully developed area (or nearly so), with diverse and complementary land uses, good pedestrian connectivity and convenient and frequent transit. The area type can be well-developed urban areas outside a major metropolitan downtown or a moderate size urban area downtown.*<sup>1</sup>

These rates are most analogous to the Hollywood area, which is a densely populated urban area developed with a mix of uses including residential, office, and retail that are well served by transit and pedestrian connections. Where the Dense Multi-Use Urban rate was not available or where the sample size establishing the rate was not large enough, the General Urban/Suburban rate was used to ensure that the analysis remained conservative. The ITE Trip Generation Manual defines General Urban/Suburban as:

*an area associated with almost homogeneous vehicle-centered access. Nearly all person trips that enter or exit a development site are by personal passenger or commercial vehicle. The area can be fully developed (or nearly so) at low-medium density with a mix of residential and commercial uses. The commercial land uses are typically concentrated at intersections or spread along commercial corridors, often surrounded by low density, almost entirely residential development. Most commercial buildings are located behind or surrounded by parking. The mixing of land uses is only in terms of their proximity, not in terms*

<sup>1</sup> Trip Generation Manual 10<sup>th</sup> Edition, Volume 1: Desk Reference, September 2017 Institute of Transportation Engineers, page 22

*of function. A retail and use may focus on serving a regional clientele or a services land use may target motorists or pass-by vehicle trips for its customers. Even if the land uses are complementary, a lack of pedestrian, bicycling, and transit facilities or services limit non-vehicle travel.<sup>2</sup>*

In addition, in order to present conservative trip generation estimates, where the Dense Multi-Use Urban rate is used in this updated assessment, the 10% transit credit that was applied to the Modified Project's prior trip generation prepared under the 9<sup>th</sup> Edition Manual has been removed from the analysis since it is assumed the Dense Multi-Use Urban rates already reflect transit usage.

The Modified Project's trip generation using the 10<sup>th</sup> Edition Manual is presented in Table 2 with a comparison to the prior 9<sup>th</sup> Edition Manual, which was utilized for the Modified Project's Traffic Study and Supplemental Traffic Analysis. As demonstrated in Table 2, utilizing the 10<sup>th</sup> Edition Manual's trip generation rates produces fewer vehicle trips than the 9<sup>th</sup> Edition Manual resulting in 1,221 fewer daily trips, 101 fewer AM Peak Hour trips, and 128 fewer PM Peak Hour trips.

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<sup>2</sup> Trip Generation Manual 10<sup>th</sup> Edition, Volume 1: Desk Reference, September 2017, Institute of Transportation Engineers, page 22

Table 2  
Modified Project Trip Generation & Comparison of Trips Using  
10<sup>th</sup> Edition Manual & 9<sup>th</sup> Edition Manual

| Description                            | Size      | Daily Traffic | AM Peak Hour |      |      | PM Peak Hour |      |      |
|--|-----------|---------------|--------------|------|------|--------------|------|------|
|  |           |               | Total        | In   | Out  | Total        | In   | Out  |
| Proposed Project                       |           |               |              |      |      |              |      |      |
| Apartment                              | 299 units | 601           | 63           | 8    | 55   | 57           | 40   | 17   |
| Transit                                | 0%        | 0             | 0            | 0    | 0    | 0            | 0    | 0    |
| Subtotal Apartment                     |           | 601           | 63           | 8    | 55   | 57           | 40   | 17   |
| Office                                 | 38,440 sf | 374           | 32           | 27   | 5    | 33           | 6    | 28   |
| Transit (10% for Daily GU/S rate only) | 0%        | (37)          | 0            | 0    | 0    | 0            | 0    | 0    |
| Subtotal Office                        |           | 337           | 32           | 27   | 5    | 33           | 6    | 28   |
| Community Serving Retail               | 2,495 sf  | 94            | 2            | 1    | 1    | 10           | 5    | 5    |
| Transit                                | 10%       | (9)           | (0)          | (0)  | (0)  | (1)          | (1)  | 0    |
| Internal Trips                         | 10%       | (8)           | (0)          | (0)  | (0)  | (1)          | (0)  | (1)  |
| Pass-By                                | 50%       | (38)          | (0)          | (0)  | (0)  | (4)          | (2)  | (2)  |
| Subtotal Retail                        |           | 39            | 2            | 1    | 1    | 4            | 2    | 2    |
| Quality Restaurant                     | 3,700 sf  | 310           | 3            | 2    | 1    | 29           | 19   | 10   |
| Transit                                | 10%       | (31)          | (0)          | (0)  | (0)  | (3)          | (2)  | (1)  |
| Internal Trips                         | 10%       | (28)          | (0)          | (0)  | (0)  | (3)          | (2)  | (1)  |
| Pass-By                                | 10%       | (25)          | (0)          | (0)  | (0)  | (2)          | (1)  | (1)  |
| Subtotal Restaurant                    |           | 226           | 3            | 2    | 1    | 21           | 14   | 7    |
| Coffee Shop-No Drive Thru              | 1,475 sf  | 1,113         | 149          | 76   | 73   | 54           | 27   | 27   |
| Transit (except Daily DM-UU rate)      | 10%       | 0             | (15)         | (8)  | (7)  | (5)          | (2)  | (3)  |
| Internal Trips                         | 20%       | (223)         | (27)         | (14) | (13) | (10)         | (5)  | (5)  |
| Pass-By                                | 50%       | (445)         | (54)         | (27) | (27) | (19)         | (10) | (9)  |
| Subtotal Coffee Shop                   |           | 445           | 53           | 27   | 26   | 20           | 10   | 10   |
| Public Park                            | 18,962 sf | 0             | 0            | 0    | 0    | 0            | 0    | 0    |
| Transit                                | 10%       | (0)           | (0)          | (0)  | (0)  | (0)          | (0)  | (0)  |
| Subtotal Park                          |           | 0             | 0            | 0    | 0    | 0            | 0    | 0    |
| Total Proposed ITE 10th Ed.            |           | 1,648         | 153          | 65   | 88   | 135          | 71   | 64   |
| Total Proposed ITE 9th Ed. (in Study)  |           | 2,869         | 254          | 108  | 146  | 263          | 145  | 118  |
| Difference ITE Trips 10th Ed - 9th Ed  |           | (1,221)       | (101)        | (43) | (58) | (128)        | (74) | (54) |

DM-UU = Dense Multi-Use Urban

GU/S = General Urban/Suburban

Utilizing the more current 10<sup>th</sup> Edition Manual, demonstrates that the impacts of the Modified Project are overestimated in the Modified Project's Traffic Study and Supplemental Traffic Analysis. Using the 10<sup>th</sup> Edition Manual, all of the study intersections would have less traffic from the Modified Project than was anticipated using the 9<sup>th</sup> Edition Manual. Specifically, for Sunset Boulevard and Vine Street, utilizing the same distribution assumptions as those from the Supplemental Traffic Analysis, but updating to the 10<sup>th</sup> Edition Manual, the intersection of Sunset Boulevard and Vine Street would have a less than significant impact without mitigation.

Accordingly, under the 10<sup>th</sup> Edition Manual, implementation of MM K.1.3, which provides for a robust Transportation Demand Management (TDM) Plan, would no longer be required to mitigate the potentially significant impact at Sunset Boulevard and Vine Street. The Critical Movement Analysis (CMA) summary for Sunset Boulevard and Vine Street applying the distribution assumptions from the Supplemental Traffic Analysis is provided below in Table 4 with the CMA worksheet attached (Attachment A).

Table 3  
Future Conditions CMA Summary: ITE Trip Generation Manual, 10<sup>th</sup> Edition  
Distribution from Supplemental Traffic Analysis: 2% of Modified Project traffic north on Vine Street (Traffic making southbound left/westbound right)

| Intersection                   | Time Period | Future without Project | Future with Project | Impact | Significant Impact? | Mitigation Required? |
|--------------------------------|-------------|------------------------|---------------------|--------|---------------------|----------------------|
| Sunset Boulevard & Vine Street | AM          | 0.851 D                | 0.851 D             | 0.002  | NO                  | NO                   |
|                                | PM          | 0.971 E                | 0.976 E             | 0.005  | NO                  | NO                   |

In addition, by using the 10<sup>th</sup> Edition Manual, the Supplemental Traffic Analysis' conservative assumption that 2% of the Modified Project's trips would occur north on Vine Street (making a southbound left/westbound right) could increase to 10% of the Modified Project's trips during the peak hour without significantly impacting the intersection of Vine Street and Sunset Boulevard. Put another way, an additional seven vehicle trips could occur at the intersection without significantly impacting the intersection, and without the need to implement the TDM Plan provided for in MM K.1.3 as mitigation. For the various reasons stated above regarding the anticipated use of Vine Street for the Modified Project, it is unreasonable to assume that 10% of the Modified Project's trips would make a southbound left/westbound right at the Sunset Boulevard and Vine Street intersection. This would represent 1/3rd of all trips that are assumed to be coming from/going to the north/northwest for the Modified Project. While this is an unreasonable assumption, this analysis was included to demonstrate that by utilizing the 10<sup>th</sup> Edition Manual, which is current best practice in transportation impact analyses, a substantial increase in traffic could occur at the Vine Street and Sunset Boulevard intersection associated with the Modified Project without resulting in a potentially significant traffic impact. The CMA summary for Sunset Boulevard and Vine Street applying the modified distribution assumptions of 10% of the Modified Project trips making a southbound left/westbound right at Sunset Boulevard and Vine Street is provided is provided below in Table 4 with the CMA worksheet attached (Attachment A).

Table 4  
 Future Conditions CMA Summary: ITE Trip Generation Manual, 10<sup>th</sup> Edition  
 Modified Distribution: Sunset Boulevard & Vine Street 10% of Modified Project traffic north on  
 Vine Street (Traffic making southbound left/westbound right)

| Intersection                   | Time Period | Future without Project | Future with Project | Impact | Significant Impact? | Mitigation Required? |
|--------------------------------|-------------|------------------------|---------------------|--------|---------------------|----------------------|
| Sunset Boulevard & Vine Street | AM          | 0.851 D                | 0.855 D             | 0.004  | NO                  | NO                   |
|                                | PM          | 0.971 E                | 0.980 E             | 0.009  | NO                  | NO                   |

Therefore, based on the analysis above and contrary to the RK Letter's assertions, the Modified Project would have a less than significant impact at Sunset Boulevard and Vine Street even under an unreasonable assumption where the amount of Modified Project-related traffic going through that intersection is substantially increased.

#### **RK Letter Comment 2**

RK Letter Comment 2 to the Final Supplemental EIR is as follows:

“As a result of RK's comments the supplemental traffic study in the FEIR/Response to Comments included an internal queuing analysis for the project. That analysis addressed the queuing for the separate entrances to the commercial gates and residential gates. It concluded that there is adequate storage available for both the commercial and residential areas of the project.

However, in reviewing the detailed site plan, it appears that the queuing for the residential gates was to occur in a short left turn pocket located away from the actual residential gate. It is likely that residential vehicles will creep up towards the gate itself and block circulation leaving the project. This will also result in conflicts with the “Flex” parking spaces that will need to back into the main circulation aisle. Furthermore, there is no means for vehicles who accidentally enter the left turn pocket to make a U-turn out of the site in the event they erroneously enter the building, because there is insufficient turn around space

Finally, how will guests enter the residential gated area? The queueing into the residential area would be much longer than assumed in the study and would cause additional queueing blocking the entrance to the site and back into Gordon Street. The time for non-residents to open the gate would be substantially longer. Therefore queueing of the project onto Gordon will cause delays to through traffic on the street. Which will cause delays to existing traffic. How will this be addressed and what are the potential impacts to both on-site and off-site traffic?”



## **Response to RK Letter Comment 2**

The Supplemental Traffic Analysis included a queuing analysis for the Modified Project and concluded that there is adequate on-site queue space under conservative estimates and that the vehicle queue would not extend beyond the boundaries of the Modified Project site such that it would have the potential to affect vehicles traveling on Gordon Street. As provided in the Supplemental Traffic Analysis, the Modified Project garage provides a main drive aisle from the driveway that is shared by both the Modified Project's residential and commercial components. The shared drive aisle expands to two lanes that separate the residential traffic from the commercial traffic (one turning left for residential and one turning right for commercial). Because of this interior separation of traffic, the residential queue and commercial queue were evaluated separately and then combined to determine if the on-site vehicle storage space was sufficient to accommodate queues. As provided in the Supplemental Traffic Analysis, the combined maximum queue of seven vehicles during the AM Peak Hour (comprised of one vehicle associated with residential uses and six vehicles associated with the commercial uses) and combined maximum of six vehicles during the PM Peak Hour (comprised of two vehicles associated with residential uses and four vehicles associated with the commercial uses) can be accommodated within the Modified Project's parking garage, which provides space for eleven vehicles to queue prior to entry through the access gates. Conservative estimates of the time it would take for drivers accessing both residential and commercial areas to gain access through gates were used in the queue analysis as explained in the Supplemental Traffic Analysis on pages 28 and 29.

The RK Letter comments that in accessing the residential portion of the garage, "vehicles will creep up towards the gate itself and block circulation leaving the project" and will "result in conflicts with . . . parking spaces that will need to back into the main circulation aisle." The queuing analysis of the Modified Project was conducted to evaluate whether queuing for the Modified Project would have the potential to affect vehicles traveling on Gordon Street. The L.A. CEQA Thresholds Guide (2006) does not require that a proposed project evaluate parking conditions on-site but instead require evaluation of a project's parking access and circulation to vehicular traffic on the existing traffic system. Accordingly, the Supplemental Traffic Analysis's assessment of impacts to Gordon Street is the appropriate focus on the queuing analysis. Potential internal temporary delays will not create back ups onto Gordon Street that would affect public roadways. As a result, the comments raised by the RK Letter regarding potential temporary conflicts that could arise in the internal workings of the garage are not evaluated as part of a queuing analysis because these conflicts would not have an impact on drivers on Gordon Street but would instead only result in slowing the exit for vehicles already within the parking garage. Further, such internal conflicts within a parking garage are typical as vehicles enter and exit parking spaces. The RK Letter also states that there is no left turn pocket to make a U-turn out of the site in the event that a vehicle erroneously enters the building. Like most garages in the City of Los Angeles, if a vehicle enters the garage accidentally and wants to exit immediately the vehicle will likely need to enter the parking area in order to exit. This is not an unusual circumstance for a parking garage, as garages are not designed for accidental entry. Regardless,

were a vehicle to accidentally enter the garage and need to turn around within the garage, this would not result in a potential affect to vehicles traveling north or south on Gordon Street.

The RK Letter also asks how guests will enter the residential gated area. As explained in the Supplemental Traffic Analysis, residents will have an entry card/fob sensor to quickly activate the entry gates. Accordingly, some guests who will be using resident parking spaces would access the residential parking area with a guest's entry card or fob sensor. Other guests of the Project Site may choose to park in the commercial parking area in which case they will access the parking area with a ticket. The LAMC does not require specific residential guest parking spaces for the Modified Project under Parking Option 1. Were a residential guest to park in the residential area their access time is anticipated to be similar to a residents, which as described in the Supplemental Traffic Analysis was estimated at a conservative 13 seconds.<sup>3</sup> Were a guest to utilize the commercial parking area a conservative 40-second service rate was assumed. Accordingly, the queuing analysis accounted for conservative service rates and guest queuing would not be longer than estimated. Therefore, no impact to Gordon Street will occur for vehicles queuing at the Modified Project.

### **RK Letter Comment 3**

RK Letter Comment 3 to the Final Supplemental EIR is as follows:

“The response to comments states that the residential portion of the project does not need to be included in the neighborhood street system evaluation. In reviewing the latest LADOT Traffic Study Guidelines it only says that a project which has commercial needs to assess the neighborhood street system review, not necessarily just the commercial component of the mixed use project. For the Sunset and Gordon mixed use project the residential component of the mixed use project generates 62% of the projects daily traffic. None of these trips (a total of 1,789 trips per day) were included in the neighborhood street traffic evaluation.

Since CEQA requires a full evaluation of the project's impact to the surrounding community the entire number of trips generated by the project (commercial and residential) must be included in this analysis and if it is determined that the project causes a significant impact then mitigation measures should be identified to reduce or eliminate these impacts. RK updated the neighborhood traffic analysis in the attached Table 13b (Revised). When including the full project including the residential component significant unmitigated project impacts will occur at the nearby neighborhood street.”

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<sup>3</sup> According to analysis conducted of parking structures the service time for a ticketed parking structures is 9 seconds. *Parking Structures: Planning, Design, Construction, Maintenance and Repair*, Third Edition, Kluwer Academic Publishers, 2001: P.140 (Chrest, Anthony P., Mary S. Smith, Sam Bhuyan, Mohammad Iqbal, and Donald R. Monahan).

### Response to RK Letter Comment 3

As explained in the Final Supplemental EIR in Section III.B Response to Comment Letters Page III.B-74 – 75 (Response to Comment 5A.29), contrary to the RK Letter, the Modified Project's residential street segment traffic analysis was conducted in compliance with CEQA and LADOT's procedures and guidelines. The LADOT Traffic Study Policies and Procedures, August 2014 Pages 16-17 and updated Transportation Impact Study Guidelines, December 2016 Pages 8-9 provide residential street impact analysis requirements and impact identification. The August 2014 guidelines state "commercial projects may be required to conduct residential street impact analysis. A local residential street can be potentially impacted based on an increase in the average daily traffic volumes. The objective of the residential street analysis is to determine the potential for cut-through traffic impacts on a residential street that can result from a Project". Page 16 goes on to explain that "[w]hen selecting residential street segments for analysis during the traffic study scoping process, all of the following conditions must be present: - the project is a nonresidential development and not a school". The December 2016 guidelines reiterate these same statements. Therefore, consistent with LADOT procedures and guidelines, a residential street segment traffic analysis must be completed for commercial projects but is not required for residential projects. This is because the purpose of a residential street segment analysis is to determine whether new commercial uses are causing intrusion into a residential neighborhood, and not because of new residents. Because the Modified Project has both residential and commercial components, the Modified Project's Traffic Study was required to evaluate potential neighborhood cut-through traffic of its commercial component only. As explained in the Final Supplemental EIR, this approach is consistent with how other traffic studies of mixed-use projects are conducted in the City of Los Angeles.

The RK Letter states that "CEQA requires a full evaluation of the project's impact to the surrounding community" and therefore, the RK Letter argues that the residential street segment traffic analysis should include the residential trips contrary to the LADOT procedures and guidelines. With regard to Transportation/Traffic, CEQA Appendix G asks, would the project:

*a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

Contrary to the RK Letter's assertion, the inquiry is whether the project would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system as a whole. The focus of the analysis is the performance of the entire circulation system based on applicable plans and policies. The LADOT's policies and procedures choice to only evaluate potential residential street segment cut-through traffic of commercial trips only is consistent with CEQA Appendix G and reflects the City's independent judgment about how to evaluate impacts to the entire circulation system.

In an older version of the CEQA Appendix G, which is quoted in the RK Letter, the focus of the threshold was whether the project would “[c]ause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?” However, that language was amended effective March 18, 2010 as part of implementation of Senate Bill 97, which directed the Natural Resources Agency to develop amendments to the CEQA Guidelines. The traffic and transportation language in Appendix G changed intentionally so that lead agencies would change the focus of the traffic analysis away from a project’s effect on an increase in traffic to a project’s effect on the overall circulation system because increases in vehicle trips are not necessarily indicators of a potentially significant environmental impact. The City’s decision to focus only on the commercial trips for the residential street segment traffic analysis is consistent with the changes to traffic and transportation analysis required by Senate Bill 97. Accordingly, contrary to the RK Letter’s assertion, by following the LADOT’s policies and procedures, the Modified Project’s residential street segment traffic analysis was conducted in compliance with CEQA and the CEQA Guidelines.



# Level of Service Worksheet (Circular 212 Method)



| I/S #:                                 |                    | North-South Street: |   |     | VINE ST            |              |             | Year of Count:        |              |             | 2016                         |              | Ambient Growth: (%): |             |                             |              | 1            |             | Conducted by:                   |              | LC           |             | Date:    |  | 7/6/2018         |  |
|--|--------------------|---------------------|---|-----|--------------------|--------------|-------------|-----------------------|--------------|-------------|------------------------------|--------------|----------------------|-------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|----------|--|------------------|--|
| 5                                      |                    | East-West Street:   |   |     | SUNSET BL          |              |             | Projection Year:      |              |             | 2018                         |              | Peak Hour:           |             |                             |              | AM           |             | Reviewed by:                    |              |              |             | Project: |  | SUNSET-GORDON MU |  |
| No. of Phases                          |                    |                     |   |     | 4                  |              |             | 4                     |              |             | 4                            |              |                      |             | 4                           |              |              |             | 4                               |              |              |             |          |  |                  |  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                     |   |     | 0                  |              |             | 0                     |              |             | 0                            |              |                      |             | 0                           |              |              |             | 0                               |              |              |             |          |  |                  |  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    |                     |   |     | NB-- 3 SB-- 0      |              |             | NB-- 3 SB-- 0         |              |             | NB-- 3 SB-- 0                |              |                      |             | NB-- 3 SB-- 0               |              |              |             | NB-- 3 SB-- 0                   |              |              |             |          |  |                  |  |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                     |   |     | 0                  |              |             | 0                     |              |             | 0                            |              |                      |             | 0                           |              |              |             | 0                               |              |              |             |          |  |                  |  |
| Override Capacity                      |                    |                     |   |     | 2                  |              |             | 2                     |              |             | 2                            |              |                      |             | 2                           |              |              |             | 2                               |              |              |             |          |  |                  |  |
|  |                    |                     |   |     | 0                  |              |             | 0                     |              |             | 0                            |              |                      |             | 0                           |              |              |             | 0                               |              |              |             |          |  |                  |  |
| MOVEMENT                               |                    |                     |   |     | EXISTING CONDITION |              |             | EXISTING PLUS PROJECT |              |             | FUTURE CONDITION W/O PROJECT |              |                      |             | FUTURE CONDITION W/ PROJECT |              |              |             | FUTURE W/ PROJECT W/ MITIGATION |              |              |             |          |  |                  |  |
|  |                    |                     |   |     | Volume             | No. of Lanes | Lane Volume | Project Traffic       | Total Volume | Lane Volume | Added Volume                 | Total Volume | No. of Lanes         | Lane Volume | Added Volume                | Total Volume | No. of Lanes | Lane Volume | Added Volume                    | Total Volume | No. of Lanes | Lane Volume |          |  |                  |  |
| NORTHBOUND                             | Left               | 105                 | 1 | 105 | 0                  | 105          | 105         | 0                     | 107          | 1           | 107                          | 0            | 107                  | 1           | 107                         | 0            | 107          | 1           | 107                             |              |              |             |          |  |                  |  |
|  | Left-Through       |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
|  | Through            | 734                 | 2 | 367 | 0                  | 734          | 367         | 64                    | 813          | 2           | 407                          | 0            | 813                  | 2           | 407                         | 0            | 813          | 2           | 407                             |              |              |             |          |  |                  |  |
|  | Through-Right      |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
|  | Right              | 172                 | 1 | 11  | 3                  | 175          | 10          | 20                    | 195          | 1           | 1                            | 3            | 198                  | 1           | 0                           | 0            | 198          | 1           | 0                               |              |              |             |          |  |                  |  |
|  | Left-Through-Right |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
| Left-Right                             |                    | 0                   |   |     |                    |              |             |                       | 0            |             |                              |              | 0                    |             |                             |              | 0            |             |                                 |              |              |             |          |  |                  |  |
| SOUTHBOUND                             | Left               | 65                  | 1 | 65  | 1                  | 66           | 66          | 8                     | 74           | 1           | 74                           | 1            | 75                   | 1           | 75                          | 0            | 75           | 1           | 75                              |              |              |             |          |  |                  |  |
|  | Left-Through       |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
|  | Through            | 1065                | 1 | 599 | 0                  | 1065         | 599         | 81                    | 1167         | 1           | 651                          | 0            | 1167                 | 1           | 651                         | 0            | 1167         | 1           | 651                             |              |              |             |          |  |                  |  |
|  | Through-Right      |                     | 1 |     |                    |              |             |                       |              | 1           |                              |              |                      | 1           |                             |              |              | 1           |                                 |              |              |             |          |  |                  |  |
|  | Right              | 132                 | 0 | 132 | 0                  | 132          | 132         | 0                     | 135          | 0           | 135                          | 0            | 135                  | 0           | 135                         | 0            | 135          | 0           | 135                             |              |              |             |          |  |                  |  |
|  | Left-Through-Right |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
| Left-Right                             |                    | 0                   |   |     |                    |              |             |                       | 0            |             |                              |              | 0                    |             |                             |              | 0            |             |                                 |              |              |             |          |  |                  |  |
| EASTBOUND                              | Left               | 52                  | 1 | 52  | 0                  | 52           | 52          | 0                     | 53           | 1           | 53                           | 0            | 53                   | 1           | 53                          | 0            | 53           | 1           | 53                              |              |              |             |          |  |                  |  |
|  | Left-Through       |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
|  | Through            | 892                 | 2 | 321 | 7                  | 899          | 324         | 60                    | 970          | 2           | 348                          | 7            | 977                  | 2           | 350                         | 0            | 977          | 2           | 350                             |              |              |             |          |  |                  |  |
|  | Through-Right      |                     | 1 |     |                    |              |             |                       |              | 1           |                              |              |                      | 1           |                             |              |              | 1           |                                 |              |              |             |          |  |                  |  |
|  | Right              | 72                  | 0 | 72  | 0                  | 72           | 72          | 0                     | 73           | 0           | 73                           | 0            | 73                   | 0           | 73                          | 0            | 73           | 0           | 73                              |              |              |             |          |  |                  |  |
|  | Left-Through-Right |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
| Left-Right                             |                    | 0                   |   |     |                    |              |             |                       | 0            |             |                              |              | 0                    |             |                             |              | 0            |             |                                 |              |              |             |          |  |                  |  |
| WESTBOUND                              | Left               | 161                 | 1 | 161 | 4                  | 165          | 165         | 30                    | 194          | 1           | 194                          | 4            | 198                  | 1           | 198                         | 0            | 198          | 1           | 198                             |              |              |             |          |  |                  |  |
|  | Left-Through       |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
|  | Through            | 1367                | 2 | 474 | 10                 | 1377         | 478         | 38                    | 1432         | 2           | 496                          | 10           | 1442                 | 2           | 500                         | 0            | 1442         | 2           | 500                             |              |              |             |          |  |                  |  |
|  | Through-Right      |                     | 1 |     |                    |              |             |                       |              | 1           |                              |              |                      | 1           |                             |              |              | 1           |                                 |              |              |             |          |  |                  |  |
|  | Right              | 54                  | 0 | 54  | 2                  | 56           | 56          | 1                     | 56           | 0           | 56                           | 2            | 58                   | 0           | 58                          | 0            | 58           | 0           | 58                              |              |              |             |          |  |                  |  |
|  | Left-Through-Right |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
| Left-Right                             |                    | 0                   |   |     |                    |              |             |                       | 0            |             |                              |              | 0                    |             |                             |              | 0            |             |                                 |              |              |             |          |  |                  |  |
| CRITICAL VOLUMES                       |                    |                     |   |     | North-South: 704   |              |             | North-South: 704      |              |             | North-South: 758             |              |                      |             | North-South: 758            |              |              |             | North-South: 758                |              |              |             |          |  |                  |  |
|  |                    |                     |   |     | East-West: 526     |              |             | East-West: 530        |              |             | East-West: 549               |              |                      |             | East-West: 553              |              |              |             | East-West: 553                  |              |              |             |          |  |                  |  |
|  |                    |                     |   |     | SUM: 1230          |              |             | SUM: 1234             |              |             | SUM: 1307                    |              |                      |             | SUM: 1311                   |              |              |             | SUM: 1311                       |              |              |             |          |  |                  |  |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                     |   |     | 0.895              |              |             | 0.897                 |              |             | 0.951                        |              |                      |             | 0.953                       |              |              |             | 0.953                           |              |              |             |          |  |                  |  |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                     |   |     | 0.795              |              |             | 0.797                 |              |             | 0.851                        |              |                      |             | 0.853                       |              |              |             | 0.853                           |              |              |             |          |  |                  |  |
| LEVEL OF SERVICE (LOS):                |                    |                     |   |     | C                  |              |             | C                     |              |             | D                            |              |                      |             | D                           |              |              |             | D                               |              |              |             |          |  |                  |  |

## REMARKS:

ADDED 2% in southbound left & 2% out westbound right - NO ADDL TDM

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

|                               |       |                        |       |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.002 | Δv/c after mitigation: | 0.002 |
| Significant impacted?         | NO    | Fully mitigated?       | N/A   |

# Level of Service Worksheet (Circular 212 Method)



| I/S #:                                 |                    | North-South Street: |   |     | VINE ST   |              |             | Year of Count:                                  |              |             | 2016  |              | Ambient Growth: (%): |             |   |              | 1            |             | Conducted by:                                   |              | LC           |             | Date:    |  | 7/6/2018         |  |
|--|--------------------|---------------------|---|-----|---|--------------|-------------|---|--------------|-------------|---|--------------|----------------------|-------------|---|--------------|--------------|-------------|---|--------------|--------------|-------------|----------|--|------------------|--|
| 5                                      |                    | East-West Street:   |   |     | SUNSET BL                                       |              |             | Projection Year:                                |              |             | 2018  |              | Peak Hour:           |             |   |              | PM           |             | Reviewed by:                                    |              |              |             | Project: |  | SUNSET-GORDON MU |  |
| No. of Phases                          |                    |                     |   |     | 4   |              |             | 4   |              |             | 4   |              |                      |             | 4   |              |              |             | 4   |              |              |             |          |  |                  |  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                     |   |     | 0   |              |             | 0   |              |             | 0   |              |                      |             | 0   |              |              |             | 0   |              |              |             |          |  |                  |  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    |                     |   |     | NB-- 3 SB-- 0                                   |              |             | NB-- 3 SB-- 0                                   |              |             | NB-- 3 SB-- 0                                   |              |                      |             | NB-- 3 SB-- 0                                   |              |              |             | NB-- 3 SB-- 0                                   |              |              |             |          |  |                  |  |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                     |   |     | 0   |              |             | 0   |              |             | 0   |              |                      |             | 0   |              |              |             | 0   |              |              |             |          |  |                  |  |
| Override Capacity                      |                    |                     |   |     | 1   |              |             | 1   |              |             | 1   |              |                      |             | 1   |              |              |             | 1   |              |              |             |          |  |                  |  |
|  |                    |                     |   |     | 0   |              |             | 0   |              |             | 0   |              |                      |             | 0   |              |              |             | 0   |              |              |             |          |  |                  |  |
| MOVEMENT                               |                    |                     |   |     | EXISTING CONDITION                              |              |             | EXISTING PLUS PROJECT                           |              |             | FUTURE CONDITION W/O PROJECT                    |              |                      |             | FUTURE CONDITION W/ PROJECT                     |              |              |             | FUTURE W/ PROJECT W/ MITIGATION                 |              |              |             |          |  |                  |  |
|  |                    |                     |   |     | Volume  | No. of Lanes | Lane Volume | Project Traffic                                 | Total Volume | Lane Volume | Added Volume                                    | Total Volume | No. of Lanes         | Lane Volume | Added Volume                                    | Total Volume | No. of Lanes | Lane Volume | Added Volume                                    | Total Volume | No. of Lanes | Lane Volume |          |  |                  |  |
| NORTHBOUND                             | Left               | 102                 | 1 | 102 | 0   | 102          | 102         | 0   | 104          | 1           | 104   | 0            | 104                  | 1           | 104   | 0            | 104          | 1           | 104   |              |              |             |          |  |                  |  |
|  | Left-Through       |                     | 0 |     |   |              |             |   |              | 0           |   |              |                      | 0           |   |              |              | 0           |   |              |              |             |          |  |                  |  |
|  | Through            | 1127                | 2 | 564 | 0   | 1127         | 564         | 108   | 1258         | 2           | 629   | 0            | 1258                 | 2           | 629   | 0            | 1258         | 2           | 629   |              |              |             |          |  |                  |  |
|  | Through-Right      |                     | 0 |     |   |              |             |   |              | 0           |   |              |                      | 0           |   |              |              | 0           |   |              |              |             |          |  |                  |  |
|  | Right              | 180                 | 1 | 18  | 3   | 183          | 18          | 50  | 234          | 1           | 22  | 3            | 237                  | 1           | 22  | 0            | 236          | 1           | 21  |              |              |             |          |  |                  |  |
|  | Left-Through-Right |                     | 0 |     |   |              |             |   |              | 0           |   |              |                      | 0           |   |              |              | 0           |   |              |              |             |          |  |                  |  |
| Left-Right                             |                    | 0                   |   |     |   |              |             |   | 0            |             |   |              | 0                    |             |   |              | 0            |             |   |              |              |             |          |  |                  |  |
| SOUTHBOUND                             | Left               | 106                 | 1 | 106 | 1   | 107          | 107         | 1   | 109          | 1           | 109   | 1            | 110                  | 1           | 110   | 0            | 110          | 1           | 110   |              |              |             |          |  |                  |  |
|  | Left-Through       |                     | 0 |     |   |              |             |   |              | 0           |   |              |                      | 0           |   |              |              | 0           |   |              |              |             |          |  |                  |  |
|  | Through            | 957                 | 1 | 547 | 0   | 957          | 547         | 89  | 1065         | 1           | 602   | 0            | 1065                 | 1           | 602   | 0            | 1065         | 1           | 602   |              |              |             |          |  |                  |  |
|  | Through-Right      |                     | 1 |     |   |              |             |   |              | 1           |   |              |                      | 1           |   |              |              | 1           |   |              |              |             |          |  |                  |  |
|  | Right              | 136                 | 0 | 136 | 0   | 136          | 136         | 0   | 139          | 0           | 139   | 0            | 139                  | 0           | 139   | 0            | 139          | 0           | 139   |              |              |             |          |  |                  |  |
|  | Left-Through-Right |                     | 0 |     |   |              |             |   |              | 0           |   |              |                      | 0           |   |              |              | 0           |   |              |              |             |          |  |                  |  |
| Left-Right                             |                    | 0                   |   |     |   |              |             |   | 0            |             |   |              | 0                    |             |   |              | 0            |             |   |              |              |             |          |  |                  |  |
| EASTBOUND                              | Left               | 64                  | 1 | 64  | 0   | 64           | 64          | 0   | 65           | 1           | 65  | 0            | 65                   | 1           | 65  | 0            | 65           | 1           | 65  |              |              |             |          |  |                  |  |
|  | Left-Through       |                     | 0 |     |   |              |             |   |              | 0           |   |              |                      | 0           |   |              |              | 0           |   |              |              |             |          |  |                  |  |
|  | Through            | 1275                | 2 | 455 | 8   | 1283         | 457         | 52  | 1353         | 2           | 481   | 8            | 1361                 | 2           | 484   | 0            | 1361         | 2           | 484   |              |              |             |          |  |                  |  |
|  | Through-Right      |                     | 1 |     |   |              |             |   |              | 1           |   |              |                      | 1           |   |              |              | 1           |   |              |              |             |          |  |                  |  |
|  | Right              | 89                  | 0 | 89  | 0   | 89           | 89          | 0   | 91           | 0           | 91  | 0            | 91                   | 0           | 91  | 0            | 91           | 0           | 91  |              |              |             |          |  |                  |  |
|  | Left-Through-Right |                     | 0 |     |   |              |             |   |              | 0           |   |              |                      | 0           |   |              |              | 0           |   |              |              |             |          |  |                  |  |
| Left-Right                             |                    | 0                   |   |     |   |              |             |   | 0            |             |   |              | 0                    |             |   |              | 0            |             |   |              |              |             |          |  |                  |  |
| WESTBOUND                              | Left               | 162                 | 1 | 162 | 3   | 165          | 165         | 47  | 212          | 1           | 212   | 3            | 215                  | 1           | 215   | 0            | 215          | 1           | 215   |              |              |             |          |  |                  |  |
|  | Left-Through       |                     | 0 |     |   |              |             |   |              | 0           |   |              |                      | 0           |   |              |              | 0           |   |              |              |             |          |  |                  |  |
|  | Through            | 1126                | 2 | 406 | 7   | 1133         | 408         | 98  | 1247         | 2           | 450   | 7            | 1254                 | 2           | 452   | 0            | 1254         | 2           | 452   |              |              |             |          |  |                  |  |
|  | Through-Right      |                     | 1 |     |   |              |             |   |              | 1           |   |              |                      | 1           |   |              |              | 1           |   |              |              |             |          |  |                  |  |
|  | Right              | 91                  | 0 | 91  | 1   | 92           | 92          | 9   | 102          | 0           | 102   | 1            | 103                  | 0           | 103   | 0            | 103          | 0           | 103   |              |              |             |          |  |                  |  |
|  | Left-Through-Right |                     | 0 |     |   |              |             |   |              | 0           |   |              |                      | 0           |   |              |              | 0           |   |              |              |             |          |  |                  |  |
| Left-Right                             |                    | 0                   |   |     |   |              |             |   | 0            |             |   |              | 0                    |             |   |              | 0            |             |   |              |              |             |          |  |                  |  |
| CRITICAL VOLUMES                       |                    |                     |   |     | North-South: 670<br>East-West: 617<br>SUM: 1287 |              |             | North-South: 671<br>East-West: 622<br>SUM: 1293 |              |             | North-South: 738<br>East-West: 693<br>SUM: 1431 |              |                      |             | North-South: 739<br>East-West: 699<br>SUM: 1438 |              |              |             | North-South: 739<br>East-West: 699<br>SUM: 1438 |              |              |             |          |  |                  |  |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                     |   |     | 0.936   |              |             | 0.940   |              |             | 1.041   |              |                      |             | 1.046   |              |              |             | 1.046   |              |              |             |          |  |                  |  |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                     |   |     | 0.866   |              |             | 0.870   |              |             | 0.971   |              |                      |             | 0.976   |              |              |             | 0.976   |              |              |             |          |  |                  |  |
| LEVEL OF SERVICE (LOS):                |                    |                     |   |     | D   |              |             | D   |              |             | E   |              |                      |             | E   |              |              |             | E   |              |              |             |          |  |                  |  |

REMARKS:

High ped volume

ADDED 2% in southbound left & 2% out westbound right - NO ADDL TDM

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

|                               |       |                        |       |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.005 | Δv/c after mitigation: | 0.005 |
| Significant impacted?         | NO    | Fully mitigated?       | N/A   |



# Level of Service Worksheet (Circular 212 Method)



| I/S #:                                 |                    | North-South Street: |   |                  | VINE ST            |              |             | Year of Count:        |              |             | 2016                         |                  | Ambient Growth: (%) |               |                             | 1                |               | Conducted by: |                                 | LC               |              | Date:       |     | 7/6/2018         |  |
|--|--------------------|---------------------|---|------------------|--------------------|--------------|-------------|-----------------------|--------------|-------------|------------------------------|------------------|---------------------|---------------|-----------------------------|------------------|---------------|---------------|---------------------------------|------------------|--------------|-------------|-----|------------------|--|
| 5                                      |                    | East-West Street:   |   |                  | SUNSET BL          |              |             | Projection Year:      |              |             | 2018                         |                  | Peak Hour:          |               |                             | AM               |               | Reviewed by:  |                                 |                  |              | Project:    |     | SUNSET-GORDON MU |  |
| No. of Phases                          |                    |                     |   |                  | 4                  |              |             | 4                     |              |             | 4                            |                  |                     | 4             |                             |                  | 4             |               |                                 | 4                |              |             | 4   |                  |  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                     |   |                  | 0                  |              |             | 0                     |              |             | 0                            |                  |                     | 0             |                             |                  | 0             |               |                                 | 0                |              |             | 0   |                  |  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    |                     |   |                  | NB-- 3 SB-- 0      |              |             | NB-- 3 SB-- 0         |              |             | NB-- 3 SB-- 0                |                  |                     | NB-- 3 SB-- 0 |                             |                  | NB-- 3 SB-- 0 |               |                                 | NB-- 3 SB-- 0    |              |             |     |                  |  |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                     |   |                  | EB-- 0 WB-- 0      |              |             | EB-- 0 WB-- 0         |              |             | EB-- 0 WB-- 0                |                  |                     | EB-- 0 WB-- 0 |                             |                  | EB-- 0 WB-- 0 |               |                                 | EB-- 0 WB-- 0    |              |             |     |                  |  |
| Override Capacity                      |                    |                     |   |                  | 2                  |              |             | 2                     |              |             | 2                            |                  |                     | 2             |                             |                  | 2             |               |                                 | 2                |              |             | 2   |                  |  |
|  |                    |                     |   |                  | 0                  |              |             | 0                     |              |             | 0                            |                  |                     | 0             |                             |                  | 0             |               |                                 | 0                |              |             | 0   |                  |  |
| MOVEMENT                               |                    |                     |   |                  | EXISTING CONDITION |              |             | EXISTING PLUS PROJECT |              |             | FUTURE CONDITION W/O PROJECT |                  |                     |               | FUTURE CONDITION W/ PROJECT |                  |               |               | FUTURE W/ PROJECT W/ MITIGATION |                  |              |             |     |                  |  |
|  |                    |                     |   |                  | Volume             | No. of Lanes | Lane Volume | Project Traffic       | Total Volume | Lane Volume | Added Volume                 | Total Volume     | No. of Lanes        | Lane Volume   | Added Volume                | Total Volume     | No. of Lanes  | Lane Volume   | Added Volume                    | Total Volume     | No. of Lanes | Lane Volume |     |                  |  |
| NORTHBOUND                             | Left               | 105                 | 1 | 105              | 0                  | 105          | 105         | 0                     | 107          | 1           | 107                          | 0                | 107                 | 1             | 107                         | 0                | 107           | 1             | 107                             | 0                | 107          | 1           | 107 |                  |  |
|  | Left-Through       |                     | 0 |                  |                    |              |             |                       |              | 0           |                              |                  |                     | 0             |                             |                  |               | 0             |                                 |                  | 0            |             |     |                  |  |
|  | Through            | 734                 | 2 | 367              | 0                  | 734          | 367         | 64                    | 813          | 2           | 407                          | 0                | 813                 | 2             | 407                         | 0                | 813           | 2             | 407                             | 0                | 813          | 2           | 407 |                  |  |
|  | Through-Right      |                     | 0 |                  |                    |              |             |                       |              | 0           |                              |                  |                     | 0             |                             |                  |               | 0             |                                 |                  | 0            |             |     |                  |  |
|  | Right              | 172                 | 1 | 11               | 3                  | 175          | 10          | 20                    | 195          | 1           | 1                            | 3                | 198                 | 1             | 0                           | 0                | 198           | 1             | 0                               | 0                | 198          | 1           | 0   |                  |  |
|  | Left-Through-Right |                     | 0 |                  |                    |              |             |                       |              | 0           |                              |                  |                     | 0             |                             |                  |               | 0             |                                 |                  | 0            |             |     |                  |  |
| Left-Right                             |                    | 0                   |   |                  |                    |              |             |                       | 0            |             |                              |                  | 0                   |               |                             |                  | 0             |               |                                 | 0                |              |             |     |                  |  |
| SOUTHBOUND                             | Left               | 65                  | 1 | 65               | 6                  | 71           | 71          | 8                     | 74           | 1           | 74                           | 6                | 80                  | 1             | 80                          | 0                | 80            | 1             | 80                              | 0                | 80           | 1           | 80  |                  |  |
|  | Left-Through       |                     | 0 |                  |                    |              |             |                       |              | 0           |                              |                  |                     | 0             |                             |                  |               | 0             |                                 |                  | 0            |             |     |                  |  |
|  | Through            | 1065                | 1 | 599              | 0                  | 1065         | 599         | 81                    | 1167         | 1           | 651                          | 0                | 1167                | 1             | 651                         | 0                | 1167          | 1             | 651                             | 0                | 1167         | 1           | 651 |                  |  |
|  | Through-Right      |                     | 1 |                  |                    |              |             |                       |              | 1           |                              |                  |                     | 1             |                             |                  |               | 1             |                                 |                  | 1            |             |     |                  |  |
|  | Right              | 132                 | 0 | 132              | 0                  | 132          | 132         | 0                     | 135          | 0           | 135                          | 0                | 135                 | 0             | 135                         | 0                | 135           | 0             | 135                             | 0                | 135          | 0           | 135 |                  |  |
|  | Left-Through-Right |                     | 0 |                  |                    |              |             |                       |              | 0           |                              |                  |                     | 0             |                             |                  |               | 0             |                                 |                  | 0            |             |     |                  |  |
| Left-Right                             |                    | 0                   |   |                  |                    |              |             |                       | 0            |             |                              |                  | 0                   |               |                             |                  | 0             |               |                                 | 0                |              |             |     |                  |  |
| EASTBOUND                              | Left               | 52                  | 1 | 52               | 0                  | 52           | 52          | 0                     | 53           | 1           | 53                           | 0                | 53                  | 1             | 53                          | 0                | 53            | 1             | 53                              | 0                | 53           | 1           | 53  |                  |  |
|  | Left-Through       |                     | 0 |                  |                    |              |             |                       |              | 0           |                              |                  |                     | 0             |                             |                  |               | 0             |                                 |                  | 0            |             |     |                  |  |
|  | Through            | 892                 | 2 | 321              | 7                  | 899          | 324         | 60                    | 970          | 2           | 348                          | 7                | 977                 | 2             | 350                         | 0                | 977           | 2             | 350                             | 0                | 977          | 2           | 350 |                  |  |
|  | Through-Right      |                     | 1 |                  |                    |              |             |                       |              | 1           |                              |                  |                     | 1             |                             |                  |               | 1             |                                 |                  | 1            |             |     |                  |  |
|  | Right              | 72                  | 0 | 72               | 0                  | 72           | 72          | 0                     | 73           | 0           | 73                           | 0                | 73                  | 0             | 73                          | 0                | 73            | 0             | 73                              | 0                | 73           | 0           | 73  |                  |  |
|  | Left-Through-Right |                     | 0 |                  |                    |              |             |                       |              | 0           |                              |                  |                     | 0             |                             |                  |               | 0             |                                 |                  | 0            |             |     |                  |  |
| Left-Right                             |                    | 0                   |   |                  |                    |              |             |                       | 0            |             |                              |                  | 0                   |               |                             |                  | 0             |               |                                 | 0                |              |             |     |                  |  |
| WESTBOUND                              | Left               | 161                 | 1 | 161              | 4                  | 165          | 165         | 30                    | 194          | 1           | 194                          | 4                | 198                 | 1             | 198                         | 0                | 198           | 1             | 198                             | 0                | 198          | 1           | 198 |                  |  |
|  | Left-Through       |                     | 0 |                  |                    |              |             |                       |              | 0           |                              |                  |                     | 0             |                             |                  |               | 0             |                                 |                  | 0            |             |     |                  |  |
|  | Through            | 1367                | 2 | 474              | 10                 | 1377         | 480         | 38                    | 1432         | 2           | 496                          | 10               | 1442                | 2             | 502                         | 0                | 1442          | 2             | 502                             | 0                | 1442         | 2           | 502 |                  |  |
|  | Through-Right      |                     | 1 |                  |                    |              |             |                       |              | 1           |                              |                  |                     | 1             |                             |                  |               | 1             |                                 |                  | 1            |             |     |                  |  |
|  | Right              | 54                  | 0 | 54               | 9                  | 63           | 63          | 1                     | 56           | 0           | 56                           | 9                | 65                  | 0             | 65                          | 0                | 65            | 0             | 65                              | 0                | 65           | 0           | 65  |                  |  |
|  | Left-Through-Right |                     | 0 |                  |                    |              |             |                       |              | 0           |                              |                  |                     | 0             |                             |                  |               | 0             |                                 |                  | 0            |             |     |                  |  |
| Left-Right                             |                    | 0                   |   |                  |                    |              |             |                       | 0            |             |                              |                  | 0                   |               |                             |                  | 0             |               |                                 | 0                |              |             |     |                  |  |
| CRITICAL VOLUMES                       |                    |                     |   | North-South: 704 |                    | 704          |             | North-South: 704      |              | 758         |                              | North-South: 758 |                     | 758           |                             | North-South: 758 |               | 758           |                                 | North-South: 758 |              | 758         |     |                  |  |
|  |                    |                     |   | East-West: 526   |                    | 532          |             | East-West: 549        |              | 549         |                              | East-West: 555   |                     | 555           |                             | East-West: 555   |               | 555           |                                 | East-West: 555   |              | 555         |     |                  |  |
|  |                    |                     |   | SUM: 1230        |                    | 1236         |             | SUM: 1307             |              | 1307        |                              | SUM: 1313        |                     | 1313          |                             | SUM: 1313        |               | 1313          |                                 | SUM: 1313        |              | 1313        |     |                  |  |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                     |   | 0.895            |                    | 0.899        |             | 0.951                 |              | 0.951       |                              | 0.955            |                     | 0.955         |                             | 0.955            |               | 0.955         |                                 | 0.955            |              | 0.955       |     |                  |  |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                     |   | 0.795            |                    | 0.799        |             | 0.851                 |              | 0.851       |                              | 0.855            |                     | 0.855         |                             | 0.855            |               | 0.855         |                                 | 0.855            |              | 0.855       |     |                  |  |
| LEVEL OF SERVICE (LOS):                |                    |                     |   | C                |                    | C            |             | D                     |              | D           |                              | D                |                     | D             |                             | D                |               | D             |                                 | D                |              | D           |     |                  |  |

## REMARKS:

ADDED 10% in southbound left &  
10% out westbound right - NO  
ADDL TDM

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

|                               |       |                        |       |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.004 | Δv/c after mitigation: | 0.004 |
| Significant impacted?         | NO    | Fully mitigated?       | N/A   |

# Level of Service Worksheet (Circular 212 Method)



| I/S #:                                 |                    | North-South Street: |   |     | VINE ST            |              |             | Year of Count:        |              |             | 2016                         |              | Ambient Growth: (%): |             |                             |              | 1            |             | Conducted by:                   |              | LC           |             | Date:    |  | 7/6/2018         |  |
|--|--------------------|---------------------|---|-----|--------------------|--------------|-------------|-----------------------|--------------|-------------|------------------------------|--------------|----------------------|-------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|----------|--|------------------|--|
| 5                                      |                    | East-West Street:   |   |     | SUNSET BL          |              |             | Projection Year:      |              |             | 2018                         |              | Peak Hour:           |             |                             |              | PM           |             | Reviewed by:                    |              |              |             | Project: |  | SUNSET-GORDON MU |  |
| No. of Phases                          |                    |                     |   |     | 4                  |              |             | 4                     |              |             | 4                            |              |                      |             | 4                           |              |              |             | 4                               |              |              |             |          |  |                  |  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                     |   |     | 0                  |              |             | 0                     |              |             | 0                            |              |                      |             | 0                           |              |              |             | 0                               |              |              |             |          |  |                  |  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    |                     |   |     | NB-- 3 SB-- 0      |              |             | NB-- 3 SB-- 0         |              |             | NB-- 3 SB-- 0                |              |                      |             | NB-- 3 SB-- 0               |              |              |             | NB-- 3 SB-- 0                   |              |              |             |          |  |                  |  |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                     |   |     | EB-- 0 WB-- 0      |              |             | EB-- 0 WB-- 0         |              |             | EB-- 0 WB-- 0                |              |                      |             | EB-- 0 WB-- 0               |              |              |             | EB-- 0 WB-- 0                   |              |              |             |          |  |                  |  |
| Override Capacity                      |                    |                     |   |     | 1                  |              |             | 1                     |              |             | 1                            |              |                      |             | 1                           |              |              |             | 1                               |              |              |             |          |  |                  |  |
|  |                    |                     |   |     | 0                  |              |             | 0                     |              |             | 0                            |              |                      |             | 0                           |              |              |             | 0                               |              |              |             |          |  |                  |  |
| MOVEMENT                               |                    |                     |   |     | EXISTING CONDITION |              |             | EXISTING PLUS PROJECT |              |             | FUTURE CONDITION W/O PROJECT |              |                      |             | FUTURE CONDITION W/ PROJECT |              |              |             | FUTURE W/ PROJECT W/ MITIGATION |              |              |             |          |  |                  |  |
|  |                    |                     |   |     | Volume             | No. of Lanes | Lane Volume | Project Traffic       | Total Volume | Lane Volume | Added Volume                 | Total Volume | No. of Lanes         | Lane Volume | Added Volume                | Total Volume | No. of Lanes | Lane Volume | Added Volume                    | Total Volume | No. of Lanes | Lane Volume |          |  |                  |  |
| NORTHBOUND                             | Left               | 102                 | 1 | 102 | 0                  | 102          | 102         | 0                     | 104          | 1           | 104                          | 0            | 104                  | 1           | 104                         | 0            | 104          | 1           | 104                             |              |              |             |          |  |                  |  |
|  | Left-Through       |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
|  | Through            | 1127                | 2 | 564 | 0                  | 1127         | 564         | 108                   | 1258         | 2           | 629                          | 0            | 1258                 | 2           | 629                         | 0            | 1258         | 2           | 629                             |              |              |             |          |  |                  |  |
|  | Through-Right      |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
|  | Right              | 180                 | 1 | 18  | 3                  | 183          | 18          | 50                    | 234          | 1           | 22                           | 3            | 237                  | 1           | 22                          | 0            | 236          | 1           | 21                              |              |              |             |          |  |                  |  |
|  | Left-Through-Right |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
| Left-Right                             |                    | 0                   |   |     |                    |              |             |                       | 0            |             |                              |              | 0                    |             |                             |              | 0            |             |                                 |              |              |             |          |  |                  |  |
| SOUTHBOUND                             | Left               | 106                 | 1 | 106 | 7                  | 113          | 113         | 1                     | 109          | 1           | 109                          | 7            | 116                  | 1           | 116                         | 0            | 116          | 1           | 116                             |              |              |             |          |  |                  |  |
|  | Left-Through       |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
|  | Through            | 957                 | 1 | 547 | 0                  | 957          | 547         | 89                    | 1065         | 1           | 602                          | 0            | 1065                 | 1           | 602                         | 0            | 1065         | 1           | 602                             |              |              |             |          |  |                  |  |
|  | Through-Right      |                     | 1 |     |                    |              |             |                       |              | 1           |                              |              |                      | 1           |                             |              |              | 1           |                                 |              |              |             |          |  |                  |  |
|  | Right              | 136                 | 0 | 136 | 0                  | 136          | 136         | 0                     | 139          | 0           | 139                          | 0            | 139                  | 0           | 139                         | 0            | 139          | 0           | 139                             |              |              |             |          |  |                  |  |
|  | Left-Through-Right |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
| Left-Right                             |                    | 0                   |   |     |                    |              |             |                       | 0            |             |                              |              | 0                    |             |                             |              | 0            |             |                                 |              |              |             |          |  |                  |  |
| EASTBOUND                              | Left               | 64                  | 1 | 64  | 0                  | 64           | 64          | 0                     | 65           | 1           | 65                           | 0            | 65                   | 1           | 65                          | 0            | 65           | 1           | 65                              |              |              |             |          |  |                  |  |
|  | Left-Through       |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
|  | Through            | 1275                | 2 | 455 | 8                  | 1283         | 457         | 52                    | 1353         | 2           | 481                          | 8            | 1361                 | 2           | 484                         | 0            | 1361         | 2           | 484                             |              |              |             |          |  |                  |  |
|  | Through-Right      |                     | 1 |     |                    |              |             |                       |              | 1           |                              |              |                      | 1           |                             |              |              | 1           |                                 |              |              |             |          |  |                  |  |
|  | Right              | 89                  | 0 | 89  | 0                  | 89           | 89          | 0                     | 91           | 0           | 91                           | 0            | 91                   | 0           | 91                          | 0            | 91           | 0           | 91                              |              |              |             |          |  |                  |  |
|  | Left-Through-Right |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
| Left-Right                             |                    | 0                   |   |     |                    |              |             |                       | 0            |             |                              |              | 0                    |             |                             |              | 0            |             |                                 |              |              |             |          |  |                  |  |
| WESTBOUND                              | Left               | 162                 | 1 | 162 | 3                  | 165          | 165         | 47                    | 212          | 1           | 212                          | 3            | 215                  | 1           | 215                         | 0            | 215          | 1           | 215                             |              |              |             |          |  |                  |  |
|  | Left-Through       |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
|  | Through            | 1126                | 2 | 406 | 7                  | 1133         | 410         | 98                    | 1247         | 2           | 450                          | 7            | 1254                 | 2           | 454                         | 0            | 1254         | 2           | 454                             |              |              |             |          |  |                  |  |
|  | Through-Right      |                     | 1 |     |                    |              |             |                       |              | 1           |                              |              |                      | 1           |                             |              |              | 1           |                                 |              |              |             |          |  |                  |  |
|  | Right              | 91                  | 0 | 91  | 6                  | 97           | 97          | 9                     | 102          | 0           | 102                          | 6            | 108                  | 0           | 108                         | 0            | 108          | 0           | 108                             |              |              |             |          |  |                  |  |
|  | Left-Through-Right |                     | 0 |     |                    |              |             |                       |              | 0           |                              |              |                      | 0           |                             |              |              | 0           |                                 |              |              |             |          |  |                  |  |
| Left-Right                             |                    | 0                   |   |     |                    |              |             |                       | 0            |             |                              |              | 0                    |             |                             |              | 0            |             |                                 |              |              |             |          |  |                  |  |
| CRITICAL VOLUMES                       |                    |                     |   |     | North-South: 670   |              |             | North-South: 677      |              |             | North-South: 738             |              |                      |             | North-South: 745            |              |              |             | North-South: 745                |              |              |             |          |  |                  |  |
|  |                    |                     |   |     | East-West: 617     |              |             | East-West: 622        |              |             | East-West: 693               |              |                      |             | East-West: 699              |              |              |             | East-West: 699                  |              |              |             |          |  |                  |  |
|  |                    |                     |   |     | SUM: 1287          |              |             | SUM: 1299             |              |             | SUM: 1431                    |              |                      |             | SUM: 1444                   |              |              |             | SUM: 1444                       |              |              |             |          |  |                  |  |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                     |   |     | 0.936              |              |             | 0.945                 |              |             | 1.041                        |              |                      |             | 1.050                       |              |              |             | 1.050                           |              |              |             |          |  |                  |  |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                     |   |     | 0.866              |              |             | 0.875                 |              |             | 0.971                        |              |                      |             | 0.980                       |              |              |             | 0.980                           |              |              |             |          |  |                  |  |
| LEVEL OF SERVICE (LOS):                |                    |                     |   |     | D                  |              |             | D                     |              |             | E                            |              |                      |             | E                           |              |              |             | E                               |              |              |             |          |  |                  |  |

REMARKS:

High ped volume

ADDED 10% in southbound left &  
10% out westbound right - NO  
ADDL TDM

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

|                               |       |                        |       |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.009 | Δv/c after mitigation: | 0.009 |
| Significant impacted?         | NO    | Fully mitigated?       | N/A   |