DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: March 22, 2018
Time: After 8:30 AM*
Place: Van Nuys City Hall
Council Chamber, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

Public Hearing Completed: November 15, 2017
Appeal Status: General Plan Amendment and Zone Change are appealable by the applicant to City Council if disapproved in whole or in part. All other actions are appealable to City Council per LAMC Section 12.36-C.

Expiration Date: March 22, 2018
Multiple Approval: Yes

Case No.: CPC-2015-4611-GPA-VZC-HD-DB-MCUP-WDI-SPR

CEQA No.: ENV-2015-4612-EIR
SCH No. 2016021044
Incidental Cases: N/A
Related Cases: VTT-74231, VTT-74231-1A
Council No.: 4 – Ryu
Plan Area: Hollywood
Specific Plan: N/A
Certified NC: Central Hollywood
GPLU: Highway Oriented Commercial and Medium Residential
Proposed GPLU: General Commercial
Existing Zone: C2-1D and R3-1XL
Proposed Zone: (T)(Q)C2-2D

Applicant: Mark Spector, ONNI Santa Monica, LLP
Representative: Dale Goldsmith, Armbruster Goldsmith & Delvac LLP

PROJECT LOCATION: 6901-6931 West Santa Monica Boulevard; 1107-1121 North Mansfield Avenue; and 1106-1126 North Orange Drive

Add Areas: 6851-6855 West Santa Monica Boulevard; 1107-1121 North Citrus Avenue; 1104-1116 North Mansfield Avenue; 7001-7029 West Santa Monica Boulevard; 1118-1110 North Sycamore Avenue; 1107-1117 North Orange Drive; 7051 West Santa Monica Boulevard; and 1105-1115 North Sycamore. Unaddressed parcels include APN's 5532016031, 5532016015, and 5531013025

PROPOSED PROJECT: The project includes the demolition and removal of the existing office and automobile storage buildings (totaling 54,661 square feet) located on the project site, and development of a mixed-use building, including 231 multi-family residential units and 15,000 square feet of ground-floor neighborhood-serving commercial uses (including up to a 5,000 square-foot high-turnover restaurant and up to 10,000 square feet of general retail), and 390 vehicle parking spaces within two subterranean, one at grade and one above grade level of parking. Approximately eight (8) percent of the permitted base density, equal to 15 units, will be restricted for Very Low-Income households. The project will vary in height from 23 feet to 80 feet, four (4) inches, and will have a total build-out of 218,316 square feet.

The City of Los Angeles is initiating a General Plan Amendment to change the land use designation of the proposed Add Areas from "Highway Oriented Commercial" to "General Commercial". The Add Areas include the parcels generally bounded by Santa Monica Boulevard to the south, Citrus Avenue to the east and the City of Los Angeles boundary line to the west with the following addresses: 6851-6855 West Santa Monica Boulevard; 1107-1121 North Citrus Avenue; 1104-1116 North Mansfield Avenue; 7001-7029 West Santa Monica Boulevard; 1118-1110 North Sycamore Avenue; 1107-1117 North Orange Drive; 7051 West

Santa Monica Boulevard; and 1105-1115 North Sycamore. Unaddressed parcels include APN's 5532016031, 5532016015 and 5531013025. The total area of the proposed Add Areas is 2.73 acres. The Add Areas are developed with existing operating uses and are not proposed to be developed in conjunction with the proposed project, and no development is currently proposed for the Add Area parcels. In addition, the Add Areas will not be rezoned, as the current existing zones are consistent with the proposed General Commercial land use and will not provide the property owners with additional development rights. The proposed General Plan Amendment is intended to provide consistency of land uses along the north side of Santa Monica Boulevard.

REQUESTED ACTIONS:

ENV-2015-4612-EIR

1. On November 15, 2017, the Advisory Agency found based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the EIR No. ENV-2015-4612-EIR, SCH No. 2016021044, certified on November 15, 2017; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR or addendum is required for approval of the project.

CPC-2015-4611-GPA-VZC-HD-DB-MCUP-WDI-SPR

1. Pursuant to LAMC Section 11.5.6, a General Plan Amendment to the Hollywood Community Plan to change (a) the project site's land use designation from "Highway Oriented Commercial" and "Medium Residential" to "General Commercial" and (b) to change the land use designation of the Add Areas to the parcels listed above from "Highway Oriented Commercial" to "General Commercial";

2. Pursuant to LAMC Sections 12.32-F and 12.32-Q, a Vesting Zone and Height District Change from C2-1D and R3-1XL to C2-2D with a "D" Development Limitation to restrict the floor area ratio to 3:1;

3. Pursuant to LAMC Section 12.22-A,25, a Density Bonus Compliance Review for a 27.5 percent density bonus to permit 231 multi-family residential units, including 15 units for Very Low Income Households (eight (8) percent of permitted base density) with the following incentives/waiver:

    a. Pursuant to LAMC Section 12.22-A,25(f)(7), an On-Menu incentive to allow a density calculation based on lot area prior to street dedications;
    b. Pursuant to LAMC Section 12.22-A,25(g)(3), a Waiver of Development Standard to allow a zero-foot side yard along Santa Monica Boulevard in lieu of the 10 feet otherwise required; and
    c. Pursuant to LAMC Section 12.22-A,25(g)(3), a Waiver of Development Standard to allow the floor area calculation based on lot area prior to street dedications;

4. Pursuant to LAMC Section 12.24-W,1, a Master Conditional Use permit to allow the on-site sale, dispensing and consumption of a full line of alcoholic beverages for up to three (3) establishments;

5. Pursuant to LAMC 12.37-I,3, a Waiver of Street Improvements on Santa Monica Boulevard adjacent to the project site; and

6. Pursuant to LAMC Section 16.05, Site Plan Review for a project that would result in an increase of 50 or more dwelling units.

RECOMMENDED ACTIONS:

ENV-2015-4612-EIR

1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in 6901 Santa Monica Boulevard Mixed-Use Project EIR No. ENV-2015-4612-EIR SCH No. 2016021044 certified on November 15, 2017; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR or addendum is required for approval of the Project.
2. **Find** that the City Planning Commission has reviewed and considered the information contained in the Environmental Impact Report, Environmental Clearance No. ENV-2015-4612-EIR, (SCH. No. 2016021044), in its determination of the proposed project and **Affirm** that the EIR was certified by the Deputy Advisory Agency on November 15, 2017 and that the EIR was prepared in compliance with the California Environmental Act and reflects the independent judgment of the lead agency and Adopt the EIR for use in reviewing the approved project. The City Planning Commission actions confirms that the Deputy Advisory Agency:

    a. **Certified** that the EIR has been prepared in compliance with CEQA and reflects the City's (Lead Agency) independent judgment and analysis; and,
    b. **Adopted** the Mitigation Measures, Mitigation Monitoring Program; and,
    c. **Adopted** the related Environmental Findings;

2. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring;

3. **Advise** the applicant that pursuant to the State Fish and Game Code Section 711.4, a Fish and Game and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notices and Determination (NOD) filing;

CPC-2015-4611-GPA-VZC-HD-DB-MCUP-WDI-SPR

4. **Approve and Recommend** Council adopt the General Plan Amendment to the Hollywood Community Plan to change (a) the project site's land use designation from "Highway Oriented Commercial" and "Medium Residential" to "General Commercial" and (b) to change the land use designation of the Add Areas to the parcels listed above from "Highway Oriented Commercial" to "General Commercial";

5. **Approve and Recommend** Council adopt a Zone Change and Height District Change from C2-1D and R3-1XL to C2-2D with a "D" Development Limitation to restrict the floor area ratio to 3:1;

6. **Approve** a Density Bonus Compliance Review for a 27.5% density bonus to permit 231 multi-family residential units, including 15 units for Very Low Income Households (eight (8)% of permitted base density) with the following incentives/waivers:

    a. Pursuant to LAMC Section 12.22-A,25(f)(7), an On-Menu incentive to allow a density calculation based on lot area prior to street dedications,
    b. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu Waiver of Development Standard to allow a zero-foot side yard along Santa Monica Boulevard in lieu of the 10 feet otherwise required, and
    c. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu Waiver of Development Standard to allow the floor area calculation based on lot area prior to street dedications;

7. **Approve** a Master Conditional Use pursuant to LAMC 12.24-W,1 to permit to allowthe on-site sale, dispensing and consumption of a full line of alcoholic beverages for up to three (3) establishments;

8. **Deny** a Waiver of Street Improvements pursuant to LAMC 12.37-I,3 for dedications and improvements on Santa Monica Boulevard adjacent to the project site; and

9. **Approve** a Site Plan Review pursuant to LAMC 16.05 for a project that would result in an increase of 50 or more dwelling units

VINCENT P. BERTONI, AICP
Director of Planning

Charles J. Rausch, Jr.
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Heather Bleemers
Senior City Planner

Sergio Ibarra
City Planner

Kathleen King
Hearing Officer
(213) 978-1195

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 out the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT BACKGROUND

Project Location and Existing Uses

The project site is relatively flat and is bounded by Santa Monica Boulevard to the south, Orange Drive to the west and Mansfield Avenue to the east. The project site is located two blocks west of Highland Avenue and one and a half blocks east of the City's border with the City of West Hollywood.

The project site is located in the Hollywood Community Plan Area and is currently zoned C2-1D and R3-1XL. The "D" limitation, pursuant to Ordinance No. 164,708, restricts the maximum floor area ratio (FAR) to 0.5:1. The Hollywood Community Plan designates the project site for Highway Oriented Commercial (parcels fronting Santa Monica Boulevard) and Medium Density Residential (the two northerly parcels fronting Orange Drive) land uses with the corresponding zones of C1, C2, P, RAS3, RAS4 and R3.

The project site is located within the Hollywood Media District Business Improvement District, the Central City Revitalization Zone and the Los Angeles State Enterprise Zone. The project site is not located within a methane zone. The subject site is not located within any flood hazard, special hazard or mud-prone area.

The 1.57 net acre (72,772 square feet) project site is currently improved with office and automobile storage buildings (totaling 54,661 square feet) and a surface parking area that will be demolished, as part of the project.

Project Site Existing Uses

The land uses within the general vicinity of the project site are characterized by a mix of low- to high-intensity manufacturing, commercial, and residential uses, which vary widely in architectural style and period of construction. To the north in the R3-1XL and RD1.5-1XL zones, properties are developed with multi-family residential buildings. To the south in the MR1-1 Zone, properties are developed with manufacturing and warehouse buildings. To the west in the C2-1D and R3-1XL zones, properties are developed with retail, studio, and multi-family residential buildings. To the east in the C2-1D, R3-1XL and M1-1VL-SN zones, properties are developed with studio, storage, office, restaurant, and multi-family residential buildings.

Project Description

The residential portion of the proposed project consists of 231 residential units, including 15 units designated for Very Low-Income Households. In addition, the proposed project includes development of 15,000 square feet of ground floor neighborhood-serving commercial uses, 5,000 of which are expected to be restaurant uses. The project provides 390 vehicle parking spaces within two subterranean, one at grade and one above grade level of parking that is physically integrated within the project site and 270 bicycle parking spaces located throughout the project site.

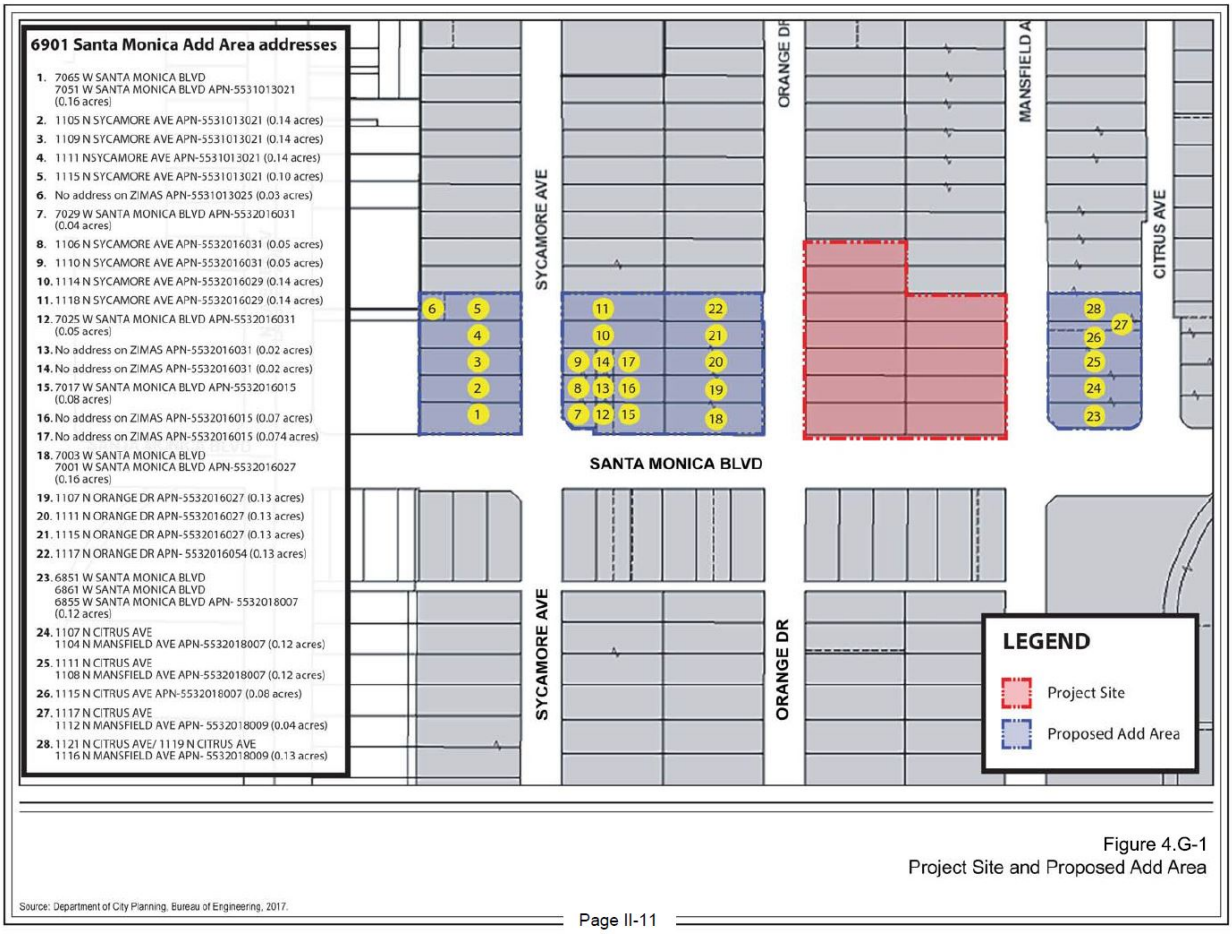
The project is designed to meet the Leadership in Energy and Environmental Design (LEED®) Green Building Rating System Silver standards to reduce energy consumption.

Measure JJJ

The Vesting Tentative Tract was filed and deemed complete prior to December 13, 2016. As such, the proposed project is not subject to Measure JJJ.

Add Areas

The City of Los Angeles is initiating a General Plan Amendment to change the land use designation of the proposed Add Areas from “Highway Oriented Commercial” to “General Commercial.” The Add Areas include the parcels generally bounded by Santa Monica Boulevard to the south, Citrus Avenue to the east and the City of Los Angeles boundary line to the west with the following addresses: 6851-6855 West Santa Monica Boulevard; 1107-1121 North Citrus Avenue; 1104-1116 North Mansfield Avenue; 7001-7029 West Santa Monica Boulevard; 1118-1110 North Sycamore Avenue; 1107-1117 North Orange Drive; 7051 West Santa Monica Boulevard; and 1105-1115 North Sycamore. Unaddressed parcels include APN’s 5532016031, 5532016015 and 5531013025. The total area of the proposed Add Areas is 2.73 acres. The Add Areas are developed with existing operating uses and are not proposed to be developed in conjunction with the proposed project, and no development is currently proposed for the Add Area parcels. In addition, the Add Areas will not be rezoned, as the current existing zones are consistent with the proposed General Commercial land use designation. The General Plan Amendment will not provide the property owners with additional development rights. The proposed General Plan Amendment is intended to provide consistency of land use designations and uses along the north side of Santa Monica Boulevard.



Add Areas and Project Site

Residential Uses

The project will include 231 new residential units, with 15 units reserved for Very Low-Income Households, within 203,316 square feet of floor area. The residential units will be within seven floors. The residential unit mix will consist of 71 studio apartments, 80 one-bedroom units, 74 one-bedroom with den, and 36 two-bedroom units. The project will locate four townhomes at the ground floor of the northerly portion of the site, six one-bedroom ground floor units with access directly from Orange Drive, and one townhome and one one-bedroom unit with access directly from Mansfield Avenue.

Retail and Commercial Uses

The project will include up to three ground floor restaurant spaces within 5,000 square feet of floor area which will include the on-site sale and service of a full line of alcoholic beverages. No tenants have been identified and the specific sizes and layouts for each tenant space will be determined at a future date. The project will also contain 10,000 square feet of commercial/retail floor area.

The project's commercial/retail component will provide 30 at-grade vehicle parking spaces, consistent with the LAMC's parking requirements for projects located in Enterprise Zones. The

commercial parking facility is accessible via Orange Drive and Mansfield Avenue. Valet service will be made available. A loading space for the retail uses will be provided on the ground floor, behind the retail space near the property's westerly border.

Parking and Access

Pursuant to the LAMC, the project is required to provide a total of 297 vehicle parking spaces. The project will provide 390 automobile parking spaces, 31 short-term bicycle parking spaces and 239 long-term bicycle parking spaces within two levels of subterranean, one at-grade level, and one above-grade level of parking. Commercial parking (30 spaces) will be provided at the ground level with the residential parking (360 spaces) will be located within the two subterranean levels and one above-grade level. There will be two driveways, one on Mansfield Avenue and one on Orange Drive that will provide access to parking areas.

Pedestrian Access

To encourage pedestrian activity in and around the site, the project will provide pedestrian linkages and pedestrian wayfinding signage within the project site as well as sidewalk improvements along Santa Monica Boulevard. The Project's ground floor design, including the glass retail storefronts and a landscaped sidewalk will create a transparent interior-exterior relationship and will encourage pedestrian activity at the street level along Santa Monica Boulevard. Additionally, several ground floor residential units will have direct access from Orange Drive and Mansfield Avenue. The project will locate four townhomes at the ground floor of the northerly portion of the site, six one-bedroom ground floor units with access directly from Orange Drive, and one townhome and one one-bedroom unit with access directly from Mansfield Avenue, thereby increasing pedestrian activity along these streets.

Open Space and Landscaping

The project will incorporate a variety of open space areas and amenities to accommodate the needs of the residents, visitors, and employees of the project. The project is required to provide 25,850 square feet of open space, however a total of 31,869 square feet of open space areas will be provided, exceeding the minimum open space requirements by 6,019 square feet. The ground floor landscape areas, including a landscaped sidewalk, will be accessible to the public and designed with various trees, shrubs, and perennials. The ground floor townhomes will have access to individual private outdoor patios, while the multi-family units located on the second floor and above will have access to individual private balconies. The 3rd floor will include a 9,111 square-foot main courtyard and a 10,393 square-foot north courtyard providing residents with open space dedicated to a variety of uses. The main courtyard will consist of a pool, spa, barbeque area, and lounge, while the north courtyard will include a dog run, bocce court, sunning area, game area, barbeque area and a fire pit. Additionally, a 2,150 square-foot deck area with seating will be located the 6th floor.

Illustrated Project Site Plan

Lighting

Lighting for the project during construction and operation will comply with all LAMC regulations. The project is required to comply with PDF B.3-2, which states that outdoor light sources must be shielded and/or aimed so that no light sources can be seen from adjacent residential properties, the public right-of-way, nor from the above.

Existing Zoning and Land Use Designation

The property is located within the Hollywood Community Plan Area. The Community Plan designates the property for Highway Oriented and Medium Residential land uses with the corresponding zones of C1, C2, C4, P, RAS3, and RAS4 and R3, respectively. The majority of the project site is zoned C2-1D; and the two northernmost parcels located along Orange Drive are zoned R3-1XL. The “D” limitation, pursuant to Ordinance No. 164,708, restricts the maximum floor area ratio (FAR) to 0.5:1. The C2 Zone allows for a variety of uses, including retail with limited

manufacturing, service stations and garages, retail contractor businesses, churches, schools, automobile sales, and R4 uses. The Medium Residential Zone allows for multi-family dwelling units, child care facilities, and home occupations.

Proposed Zoning and Land Use Designation

The City has initiated a General Plan Amendment to the Hollywood Community Plan to change the project site's land use designation from "Highway Oriented Commercial" and "Medium Residential" to "General Commercial." The applicant is requesting is a Vesting Zone and Height District Change from C2-1D and R3-1XL to (T)(Q)C2-2D with a "D" Development Limitation to restrict the floor area ratio to 3:1. In addition, the City of Los Angeles is initiating a General Plan Amendment to change the land use designation of the Add Areas, including the parcels generally bounded by Santa Monica Boulevard to the south, Citrus Avenue to the east and the City of Los Angeles boundary line to the west, from "Highway Oriented Commercial" to "General Commercial." The General Commercial land use designation has corresponding zones of C1, C2, P, RAS3, and RAS4.

Hollywood Community Plan Update

The City of Los Angeles Department of City Planning is in the process of updating the Hollywood Community Plan (the draft was released by the Department of City Planning in May 2017). Since the last update of the Hollywood Community Plan (1988), significant changes have occurred, new issues have emerged and new community objectives, aiming to balance new development with community preservation, have evolved. The Hollywood Community Plan Update (CPU) sets a direction for the future of Hollywood and addresses a wide range of planning topics, including land use and housing, parks and open space, urban design, and mobility. The proposed change to the land use designations for the project site and Add Areas, from Highway Oriented Commercial and Medium Residential to General Commercial will be, generally consistent with what is proposed in the Draft Hollywood Community Plan. The CPU is generally phasing out the Highway Oriented Commercial and General Commercial land use nomenclatures and is updating it to Community Commercial as appropriate per the General Plan Framework Element. It is important to note that nomenclature changes are changes in name only and do not change densities, FAR, heights, or allowable uses.

Project Site Land Use Designation Map

Proposed Density Bonus

The project is eligible for a 27.5% Density Bonus in exchange for providing eight (8) percent of the total base units for Very Low-Income Households, or 15 units. In addition, the applicant is seeking approval of of one incentive and two waivers, including an On-Menu incentive to allow a density calculation based on lot area prior to street dedications; an Off-Menu Waiver of Development Standard to allow a zero-foot side yard along Santa Monica Boulevard in lieu of the 10 feet otherwise required; and an Off-Menu Waiver of Development Standard to allow the floor area calculation based on lot area prior to street dedications.

Adjacent Land Uses

The land uses within the general vicinity of the project site are characterized by a mix of low- to high-intensity manufacturing, commercial, and residential uses, which vary widely in architectural style and period of construction. To the north in the R3-1XL and RD1.5-1XL zones, properties are developed with multi-family residential buildings. To the south in the MR1-1 Zone, properties are developed with manufacturing and warehouse buildings. To the west in the C2-1D and R3-1XL zones, properties are developed with retail, studio, commercial, and multi-family residential buildings. To the east in the C2-1D, R3-1XL and M1-1VL-SN zones, properties are developed with studio, storage, office, restaurant, and multi-family residential buildings.

Streets, Bicycle Lanes, and Public Transit

Santa Monica Boulevard, adjoining the project site to the south, is designated a Modified Avenue I and will be dedicated to a 104-foot width at the project's street frontage and is improved with sidewalks, curbs and gutters.

Orange Drive, adjoining the project site to the west, is designated a Collector Street and will be dedicated to a 66-foot width at the project's street frontage and is improved with sidewalks, curbs and gutters.

Mansfield Avenue, adjoining the project site to the east, is designated a Local Street - Standard and is dedicated to a 60-foot width at the project's street frontage and is improved with sidewalks, curbs and gutters.

2010 Bicycle Plan and Public Transit

The 2010 Bicycle Plan, adopted on March 1, 2011, identifies Class I Bicycle Paths, Class II Bicycle Lanes, Class III Bicycle Routes, and Bicycle Friendly Streets throughout the City. The 2010 Bicycle Plan also introduces three new bikeway networks: the Backbone Network, the Neighborhood Network, and the Green Network. No dedicated bicycle lanes currently exist on the surrounding streets. The 2010 Los Angeles Bicycle Plan designates the following streets in the project area as bicycle routes: La Brea Avenue (Tier 3 Bicycle Lane), Highland Avenue (Tier 3 Bicycle Lane), Santa Monica Boulevard (Tier 3 Bicycle Lane), Sunset Boulevard (Tier 3 Bicycle Lane), Melrose Avenue (Tier 1 Protected Bicycle Lane), Waring Avenue (Bicycle Enhance Network Segment), and Orange Drive (Bicycle Enhance Network Segment).

The project also includes a total of 239 long term and 31 short term bicycle parking spaces. All bicycle parking spaces are located on the ground floor. All of the short term bicycle spaces and nine of the long term bicycle spaces are located near the Orange Drive entrance to the parking structure, while the remaining 230 long term spaces are located behind the ground floor vehicular parking spaces.

The property is located within ¼ mile of a number of County of Los Angeles Metropolitan Transportation Authority (Metro) bus stops, including stops along LA Metro Routes 4, 704, 212, 312, 156 and the City bus routes at Santa Monica/La Brea, providing access to West Los Angeles, West Hollywood, and Downtown Los Angeles. LA Metro Rapid Route 704 is located at the corner of Santa Monica Boulevard and La Brea Avenue. The Property is approximately one mile from the nearest LA Metro Red Line Station (Hollywood/Highland). There is direct bus access between the Property and the Hollywood/Highland Station via LA Metro Bus Routes 4 and 704.

Environmental Impact Report

The City of Los Angeles released the Final Environmental Impact Report (FEIR) ENV-2015-4612-EIR (SCH No. 2016021044), on November 2, 2017, detailing the relevant environmental impacts resulting from the project.

The EIR concluded that the project would not result in significant and unavoidable impacts with the implementation of the applicable mitigation measures identified in the FEIR.

The EIR was certified by the Deputy Advisory Agency on November 15, 2017 in conjunction with the approval of Case No. VTT-74231.

Relevant Cases

On-Site Relevant Cases

Case No. VTT-74231: On November 15, 2017, the Deputy Advisory Agency approved a Vesting Tentative Tract Map to permit to permit the merger and subdivision of a 68,272 net square-foot site, in the C2-2D zone into one ground lot and 231 residential condominiums. The decision was appealed. On February 23, 2018, an aggrieved party filed a timely appeal of the Deputy Advisory Agency's approval of Vesting Tentative Tract Map under Case No. VTT-74231-1A.

Off-Site Related Cases

Case No. ZA 2009-1516-CUB: On January 31, 2018, the Zoning Administrator approved a Conditional Use Permit to allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption in conjunction with a restaurant, located at 1135 North Mansfield Avenue.

Case No. ZA 2017-3617-CU-CUB: On January 31, 2018, the Zoning Administrator approved a Conditional Use Permit to allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption in conjunction with a restaurant and a Conditional Use to allow the restaurant use in the MR1-1 Zone, located at 1001-1007 North Orange Drive.

Case No. CPC-2016-1083-GPA-VZC-HD-DB-SPR: On October 13, 2016, the City Planning Commission recommended approval of a General Plan Amendment to the Hollywood Community Plan, a Vesting Zone Change, Height District Change, and approved a Density Bonus request and Site Plan Review for the development of a new mixed-use development located at 1118-1136 North McCadden Place.

Case No. ZA 2014-2820-CUB-ZV: On June 1, 2015, the Zoning Administrator approved a Conditional Use Permit to allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption in conjunction with a restaurant, located at 1155 North Highland Avenue.

PUBLIC HEARING AND NOTICING

A joint public hearing on this matter with the Subdivision Committee and Hearing Officer was held at City Hall on Wednesday, November 15, 2017 (see Public Hearing and Communications, Page P-1).

Comments from identified responsible and trustee agencies, as well as interested parties, on the scope of the EIR were solicited through a Notice of Preparation (NOP) process. The NOP 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 February 11, 2016, and ending on March 11, 2016. A scoping meeting was held on February 18, 2016 at the Laurel Span Elementary School, located at 925 Hayworth Avenue.

The Notice of Availability of the Draft 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 March 2, 2017. The notice was also posted on the Department of City Planning website and published in the LA Times on March 2, 2017. The Draft EIR comment period ended on April 17, 2017 meeting the 45-day review period required by the California Environmental Quality Act (CEQA).

A joint Notice of Completion and Availability of the Final EIR and notice of the public hearing 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 November 15, 2017. The notice of public hearing was posted at the project site on November 15, 2017. This notice was also posted on the Department of City Planning website on November 15, 2017.

On February 15, 2018, the Letter of Decision for VTT-74231 was mailed to all interested parties who signed the sign-in sheet at the joint hearing. One appeal was filed.

Finally, a hearing notice for the City Planning Commission was posted at the project site on March 12, 2018.

Issues

A joint public hearing was held on November 15, 2017 and 27 people provided testimony. The majority of the speakers spoke in support of the project; however, the following is a list of general objections to the project:

- Environmental Impact Report is flawed; failed to disclose contaminated soil impacts, traffic impacts, and air quality impacts;
- FAR of proposed building is 3:1; and
- Loosing industrial area in Hollywood.

Environmental Impact Report

Pursusant to CEQA Guidelines Section 15151, the Draft EIR meets the standards for adequacy of an EIR. The Draft EIR focuses on the Project's potential effects on the environment, which the City has determined are or may be significant. In addition, when applicable the Draft EIR recommends feasible mitigation measures that can reduce and/or avoid significant environmental impacts. The Draft EIR analysis determined that the project would not result in any significant impacts.

The Draft EIR air quality analysis was not fundamentally flawed. In response to comments submitted on the Draft EIR, and updated air quality modeling analysis and Health Risk Assessment (HRA) was completed that further demonstrates that potential air quality impacts would be less than significant. The HRA shows that the impacts from TACs generated during project construction would be less than significant.

While there are residual impacts to soil, groundwater, and vapor beneath the subject property, the presence of such compounds does not represent a significant threat to human health or the environment. Development of the subject property will include excavation for the two-level subterranean parking structure, which will result in a complete removal of all contaminants in impacted soils, including any PCE and benzene, from the property. Air monitoring and other provisions will be employed to ensure that proper handling and management of impacted soil is conducted in a Soil Management Plan as required by Mitigation Measure F-3. Implementation of the Soil Management Plan will ensure that the project is developed in compliance with applicable federal, state, and local regulations but not limited to, the California Health and Safety Code, the California Water Code, California Code of Regulations, and SCAQMD Rule 1166. In addition, any groundwater discharges resulting from dewatering activities will be performed in compliance with LARWQCB Order No. R4-2013-0095. The Soil Management Plan will ensure that the project does not create potentially significant hazardous impacts to workers or future occupants of the project. With implementation of regulatory requirements and mitigation measures, impacts with respect to hazards or hazardous materials would be less than significant.

A significance determination for GHG emissions was made based on the consistency with applicable regulatory plans and policies to reduce GHG emissions, including Executive Orders S-3-05 and B 30-15, SB 375, AB 32 Scoping Plan, SCAG's 2016–2040 RTP/SCS, the 2035 Mobility Plan, and the City of Los Angeles Green Building Code. As concluded in the Draft EIR, the Project would be consistent with applicable regulatory plans and policies to reduce GHG Emissions in the City. In the absence of adopted standards and established significance thresholds, and given this consistency with applicable plans, the Project's impacts are considered less than significant. Further, while the Draft EIR did not use a numeric threshold, as neither the City or SCAQMD has adopted a numeric threshold applicable to the Project, as set forth in Appendix D-1 of the Final

EIR, Project-related GHG emissions would result in 2,768 MTCO2e/yr and remain below the draft, unadopted screening threshold of 3,000 MTCO2e/yr.

The EIR properly evaluated traffic impacts and the existing and proposed trip generation data is correct. Consistent with the Traffic Study Policies and Procedures the traffic analysis used the trip generation rates from the 9th Edition of the Institute of Transportation Engineers (ITE) Trip Generation manual to estimate the baseline, project, and related project trips. Therefore, the traffic analysis, which has been approved by LADOT, accurately reflects the net vehicle trips that will be generated by the project. The Draft EIR provides a thorough analysis of potential traffic impacts associated with both construction and operation of the Project. As demonstrated by the analysis, with implementation of Project Design Features, including a Construction Traffic Management Plan, no significant traffic impacts would occur.

Floor Area Ratio

The Hollywood Community Plan designates the northern parcels as Medium Residential and the southern parcels as Highway Oriented Commercial. The two northern parcels on the project site are zoned R3-1XL and the southern parcels are zoned CD-1D. The R3-1XL Zone permits a maximum density of one unit for every 800 square feet of lot area, a FAR of 3:1, and a maximum building height of 30 feet. The C2-1 zone permits a density of one unit for every 400 square feet of lot area, a maximum FAR of 1.5:1, however the site's D Limitation, which was imposed by Ordinance 164708 (effective May 16, 1989), further restricts the southern parcels to an FAR of 0.5:1. The project proposes a maximum FAR of 3:1, and a new D Limitation that restricts the Property's maximum FAR to 3:1 in lieu of a 6:1 FAR otherwise permitted in Height District two (2). While the project's increase in FAR is greater than the permitted site's FAR, the proposed FAR is consistent with the transitioning nature of the surrounding area, specifically along Santa Monica Boulevard and affords the square footage needed to provide 15 units restricted for Very Low Income-Households.

Further, to ensure the preservation of the residential neighborhood's character to the north, the building's massing, scale, and height will be reduced through a series of gradual steps at the northern portion of the site. The mixed-use building will vary in height from 23 feet to 80 feet, four (4) inches. The south facing façade, the tallest portion of the project, will front Santa Monica Boulevard and the north facing façade will step down twice as the structure approaches the adjacent duplex located to the north (at 1130 North Orange Drive), first to a height of 54 feet and further to a height of 23 feet. In addition, the project also provides three separate 10 foot side yard setbacks to the north and a landscape buffer, consisting of trees and shrubs that will be planted along the site's northern property line and will help to screen and create space between the project site and adjacent residential uses.

Industrial Area in Hollywood

The project will replace existing office and automobile storage uses but will not result in the loss of industrially-zoned land. The project will provide a transitional "gateway" from lower-density residential properties to the north to commercial, light manufacturing, and mixed-use properties to the east and west along Santa Monica Boulevard. The location of the project site, will contribute to the delineation between the higher intesnsity development along the northern side of Santa Monica Boulevard and the industrially-zoned land along the southern portion of the Santa Monica Boulevard.

PROJECT ANALYSIS (Site Planning and Architectural Design)

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 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 project includes the development of a site along Santa Monica Boulevard between Orange Drive and Mansfield Avenue. As a majority of the retail and restaurant entrances are along Santa Monica Boulevard, pedestrian activity will be oriented along this street. All retail and restaurant entrances will be directly accessible form the public sidewalk. The publicly accessible landscaped sidewalk includes trees, planters, and seating areas for restaurant patrons and presents a pedestrian environment improvement over existing conditions.

   The Project's ground floor design, including the steel overhand along storefronts, the landscaped sidewalk with movable planters, concrete banding paving, movable furnishings and recessed planters with seating and tables, as well as the glass storefront retail shops create a transparent interior-exterior relationship and would encourage pedestrian activity at the street level along Santa Monica Boulevard. Architectural features such as an aluminum frame storefront system and a steel canopy also help to create a pedestrian oriented building frontage.

b) On-Site Landscaping. Landscaping is incorporated to facilitate pedestrian movement and shade where appropriate, provide separation between the sidewalk and outdoor seating areas, and define edges throughout the varying elements of the proposed project. The project includes a landscaped sidewalk along Santa Monica Boulevard.

Specifically, the landscaped sidewalk will include movable planters, concrete banding paving, and movable furnishings and recessed planters with seating and tables. Plants will include a variety of trees, shrubs, and perennials. Wilson Fruitless Olive trees will be planted along Santa Monica Boulevard and Jacaranda trees will be planted along Orange Drive and Mansfield Avenue to define the project edges. The landscaped sidewalk will be an improvement over existing conditions as existing sidewalk improvements are limited to several street trees and a bus shelter.

The 31,869 square feet of common open space for residents includes an indoor club room and fitness center, a 9,111 square-foot main courtyard with a pool, spa, barbeque area and lounge area and a 10,393 square-foot north courtyard with a dog run, bocce court, sunning area, game area, barbeque area and fire pit would be located on the third floor. In addition, a 2,150 square-foot deck area with seating would be constructed on the sixth floor. Columnar Sawleaf Zelkova trees, Wilson Fruitless Olive trees, Jacaranda trees, Skyline Honeylocust trees, and Desert Museum Palo Verde trees will be planted throughout the open space areas, as well as shrubs, ground covers/grasses, and perennials.

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 a total of 390 vehicle parking spaces within two subterranean, one at grade and one above grade level of parking. Parking for commercial uses will be provided on the ground floor parking level.

The parking structure is physically integrated into the proposed building and is accessed via two driveways, one along Orange Drive and one along Mansfield Avenue. Retail and residential parking access will be provided from both driveways. In each case, the vehicular driveway into the garage is the minimum width required which will allow for reduced pedestrian-vehicle conflict areas. The loading area for the project is located on the ground parking level adjacent to the commercial uses and is accessible from either driveway.

The width of driveways will meet driveway requirements necessary to accommodate vehicles and all parking areas will be illuminated with adequate, uniform, and glare-free lighting.

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 includes pedestrian-scale tenant signage and lighting to facilitate access to the building, clearly identify entrances and exits, and for safety and security purposes. Lighting at commercial storefronts will be provided with a combination of lighting integrated from the expansive storefront glass windows, street tree lighting, and wall sconces at the pedestrian level. Commercial tenant signage will be integrated into architectural features of the building, such as dimensional lettering on the facia of canopies, blade signs or hand-painted lettering on storefront glass. Custom wall-mounted signage featuring a tenant logo maybe by provided, but no “box” signage will be allowed. Accent up-lighting on architectural walls and landscape lighting will be provided at street trees. Planter and seat lighting, and back-of-curb parkway planting along commercial storefronts. In addition, low-level pedestrian lighting in the surrounding sidewalk will be provided. Specialty lighting, such as string lighting near seating areas and ground-mounted and/or tree mounted lighting to highlight landscape features, will also be provided. All signage and lighting will comply with LAMC requirements.

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 includes improvements to all sidewalks around the perimeter of the project site, discussed below. Sidewalk widths adjacent to the perimeter of the project are as follows:

- Santa Monica Boulevard = variable width from eight (8) feet to 12 feet
- Orange Dirve = variable width from eight feet (8) to 12 feet
- Mansfield Avenue = variable width from eight feet (8) to 12 feet

All sidewalks include planting of new street trees and parkways, and the addition of a new transit stop shelter at the corner of Santa Monica Boulevard and Orange Drive. Wilson Fruitless Olive trees and Jacaranda trees will be planted along the parkways.

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 within rooftop enclosures.

Citywide Design Guidelines for Commercial and Mixed-Use Projects

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

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

The project creates strong street frontages by locating the building facades at the property lines, consistent with existing development along this stretch of Santa Monica Boulevard. The restaurant and retail entrances are in easily accessible locations short distances from transit stops. These primary entrances are located at ground level and are visible to pedestrians walking along the sidewalk. The project is also accessible to bicyclists and includes the installation of bicycle storage areas for long-term and short-term use. The project includes neighborhood-serving retail uses, specifically the restaurant and retail uses, which will be useful to nearby residents to the north of the site and to the west, along Santa Monica Boulevard.

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

The project is designed in a contemporary architectural style that includes a variety of materials, architectural details and articulation. The ground floor level of the building is differentiated from the upper levels with the use of an aluminum frame storefront system, board foam concrete with a sealed natural finish, and a fine sand finish stucco. In addition, the enclosed parking structure is wrapped with residential uses and screened off from public view, as is the mechanical, electrical, plumbing (MEP) equipment enclosure on the roof. Accordingly, the project is designed to implement the type of high-quality architecture that is compatible with commercial districts and mixed-use urban areas.

Objective 3: Augment the Streetscape Environment with Pedestrian Amenities.

The project enhances the streetscape adjacent to the project site, along all street frontages with the improvement of sidewalks and planting of parkways. Parkway planting includes a variety of groundcover, shrubs and trees including Wilson Fruitless Olive trees and Jacaranda trees. In

addition, seating and pedestrian level lighting will be provided along Santa Monica Boulevard. The integration of the ground floor commercial uses enhances the streetscape environment and provides additional pedestrian amenities for the community.

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

The project includes 390 parking spaces, within two subterranean, one at grade, and one above grade level of parking. The 30 commercial vehicle parking spaces will be located on the ground level. The parking structure is physically integrated within the project and is accessed via two driveways; one on Orange Drive and one on Mansfield Avenue. Both driveways will provide access to the designated loading zone, and residential and commercial parking. In each case, the vehicular driveway into the garage is the minimum width required to minimize the appearance of each driveway and to reduce the potential for pedestrian-vehicle conflicts. The loading area for the project is located at the southwest corner of the project adjacent to the commercial uses. Service vehicles will enter/exit the project site via Mansfield Avenue or Orange Drive.

Objective 5: Include Open Space to Create Opportunities for Public Gathering.

The project will incorporate a variety of open space areas and amenities to accommodate the needs of the residents, visitors, and employees. The project is required to provide 25,850 square feet of open space, however a total of 31,869 square feet of open space areas will be provided, exceeding the minimum open space requirements by 6,019 square feet. The landscaped sidewalk will include movable planters, concrete banding paving, and movable furnishings and recessed planters with seating and tables. Plants will include a variety of trees, shrubs, and perennials. Wilson Fruitless Olive trees will be planted along Santa Monica Boulevard and Jacaranda trees will be planted along Orange Drive and Mansfield Avenue to define the project edges. The landscaped sidewalk will be an improvement over existing conditions as existing sidewalk improvements are limited to several street trees and a bus shelter.

The ground floor townhomes will have access to individual private outdoor patios, while the multi-family units located on the second floor and above will have access to individual private balconies. The 3rd floor will include a 9,111 square-foot main courtyard and a 10,393 square-foot north courtyard providing residents with open space dedicated to a variety of uses. The main courtyard will consist of a pool, spa, barbeque area, and lounge, while the north courtyard will include a dog run, bocce court, sunning area, game area, barbeque area and a fire pit. Additionally, a 2,150 square-foot deck area with seating will be located the 6th floor.

The landscaped sidewalk provides an opportunity for project residents, neighbors, and patrons of the restaurant and retail uses to gather and activate the public realm at this intersection. The inclusion of the landscaped sidewalk is an improvement over existing conditions, which contains a negligible amount of sidewalk improvements.

Objective 6: Improve the Streetscape by Reducing Visual Clutter.

The project reduces visual clutter and thereby improves the streetscape by creating one unified development project with a common architectural theme that emphasizes a clear differentiation between the ground plane and the upper stories of the residential uses. Specifically, the project's contemporary architectural palette uses glazing to create visibility of the ground-floor retail uses (retail and restaurant uses) and the fenestration utilizes simple, but strong horizontal lines. In addition, the project improves the existing streetscape by adding new parkways and trees as well as introducing a landscaped sidewalk. All rooftop equipment is screened within enclosures or is

located within the parking garages, so as not to detract from the visual character of the project site. In addition, all major utilities will be installed underground.

Professional Volunteer Program (PVP):

The project was presented to the Professional Volunteer Program on May 2, 2017. The comments provided by the professional architects for the project design include the following:

- Need buffer between units and shared open space;
- Brown areas shown on renderings should not step out, maybe be flush instead;
- Show trees on north side of site to buffer adjacent residential property;
- Box trees at amenity level may not be realistic;
- Ground floor entrances at units look too much like parking structure entrances;
- Look at options to replace canvas overhangs;
- Trees shown in renderings do not accurately reflect landscape plan;
- Renderings do not accurately reflect metal panels on sloped roof;
- Renderings do not show setback on ground level;
- Good that massing is stepped back; and
- Good choice of materials that are realistic.

Since the time of the PVP meeting, the applicant revised the plans to reflect all of the above recommendations as reflected in the project plans.

Sustainability

The new building and infrastructure shall be designed to be environmentally sustainable and to achieve the standards of the Silver Rating under the U.S. Green Building Council's Leadership in Energy Efficiency and Design (LEED®) green building program or equivalent green building standards. The project is also designed to meet the prerequisites of 2013 California Title-24 Energy Code by providing the following: 1) premium efficiency HVAC equipment with VFD or ECM motor and compressors to provide the needed cooling and heating without wasting energy; 2) all HVAC equipment will utilize environmentally friendly requirements 409, 410, etc. (no CFCs); 3) utilization of R-38 roof insulation, R-19 wall insulation and Low-E dual pane glazing; 4) continuous balcony projections on all sides of building to reduce solar heat gain; 5) maximization of natural lighting through building design; 6) provisions for on-site renewable energy (PV); 7) demand control ventilation utilizing CO_2 sensors to modulate outside air based on actual IAQ sensors; 8) state of the art direct digital control system to allow for proper system controllability; 9) occupancy sensors at indoor amenity rooms, administrative offices and back-of-house spaces to turn lights off when spaces are not occupied; and 10) high efficiency lighting system utilizing LED fixtures. In addition, the project will incorporate water conservation features, including: 1) low-flow plumbing fixtures will be utilized to achieve 20-30% water saving; 2) gray water capture for use in plaza landscaping; 3) landscape areas divided into hydro zones with plants in each zone having similar cultural requirements for water use; 4) recirculating water systems will be used in water features and surface areas are included in the water budget calculation; 5) installation of rain sensors to suspend irrigation during periods of rain; 6) installation of flow sensors; 7) the irrigation system will be state-of-the-art, professionally designed to current standards; and 8) water-saving pool filter and regular maintenance by on-site staff to assure performance and minimize water loss.

CONCLUSION

The proposed project is compatible with the land use pattern of the area and would be appropriate for the site while implementing a number of goals and objectives of the Hollywood Community Plan. The project will result in the creation of additional dwelling units and commercial space in proximity to transit and surrounding commercial/retail uses, including retail uses to the west along Santa Monica Boulevard (e.g., West Hollywood Gateway Center in the City of West Hollywood) and restaurant uses to the east along Santa Monica Boulevard and Highland Avenue. The project will not displace any existing housing (the project will remove and demolish the existing office and automobile storage buildings (totaling 54,661 square feet), but will provide much-needed housing including affordable units.

Based on the information submitted, the testimony received at the public hearing, and the analysis in the EIR, the Department of City Planning is recommending that the City Planning Commission approve Planning Staff's recommended actions.

CONDITIONS FOR EFFECTUATING
(T) TENTATIVE CLASSIFICATION REMOVAL

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 permanent "T" Tentative Classification, and shall be cleared prior to the issuance of building permits 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.

Dedications and Improvements.

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

Prior to the issuance of any building permits, 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).

A. Responsibilities/Guarantees.

1. Bureau of Engineering.

a. Street Dedication.

i. That a 12-foot wide strip of land be dedicated along Santa Monica Boulevard adjoining the subdivision to complete a 52-foot wide half right-of-way dedication in accordance with Modified Avenue I Standards of LA Mobility Plan. In addition, 20-foot radius property line returns or 15-foot by 15-foot cut corners be dedicated at street intersections with Orange Drive, and with Mansfield Avenue, adjoining the tract.

ii. That a three-foot wide strip of land be dedicated along Orange Drive adjoining the subdivision to complete a 33-foot wide half right-of-way dedication in accordance with Collector Street Standards of LA Mobility Plan.

b. Other Conditions.

i. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.

c. Street Improvement.

i. Improve Santa Monica Boulevard being dedicated and adjoining the subdivision by the construction of the following:

(1) A concrete curb, a concrete gutter, and a 15-foot full-width concrete sidewalk with tree wells.
(2) Suitable surfacing to join the existing pavement and to complete a 37-foot half roadway.
(3) Any necessary removal and reconstruction of existing improvements.
(4) The necessary transitions to join the existing improvement.

ii. Improve Orange Drive being dedicated and adjoining the subdivision by the removal of existing sidewalk and construction of a new full width concrete sidewalk with tree wells including any necessary removal and reconstruction of existing improvements.

iii. Improve Mansfield Avenue adjoining the subdivision by the removal of existing sidewalk and construction of a new full width concrete sidewalk with tree wells including any necessary removal and reconstruction of existing improvements.

iv. Improve all newly dedicated corner cuts with concrete sidewalks.

2. Department of Transportation.

a. A minimum of 20-foot reservoir space be provided between any security gate(s) and the property line when project's driveway serves less than 100 parking spaces. Reservoir space would be 40-foot when project's driveway serves more than 100 parking spaces and 60-foot when project's driveway serves more than 300 parking spaces.

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. Driveways and vehicular access to projects shall be provided from Orange Drive and Mansfield Avenue.

d. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 North Figueroa Street Room 550. For an appointment, call (213) 482-7024.

e. 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.

f. The applicant shall comply with the project requirements as stated in the July 19, 2016 DOT Traffic Study Assessment letter to Karen Hoo, City Planner, Department of City Planning. All subsequent revisions and modifications shall remain in effect. A copy of the letter is located in the case file.

3. Fire Department.

a. Submit plot plans for Fire Department approval and review prior to recordation of Tract Action.

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. The entrance to a Residence lobby must be within 50 feet of the desired street address curb face. 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.

e. 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.

f. 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.

g. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

h. 2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 EXCEPTION

- When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a two 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.

- 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.

- This policy does not apply to single-family dwellings or to non-residential buildings.

i. 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 150 feet horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.

j. Entrance to the main lobby shall be located off the address side of the building.

k. Any required Fire Annunciator panel or Fire Control Room shall be located within 50 feet visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

l. 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.
m. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.

n. SECTION 510 - EMERGENCY RESPONDER RADIO COVERAGE

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.

o. EMERGENCY HELICOPTER LANDING FACILITY

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.

p. 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.

4. Bureau of Street Lighting.

a. 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.

(Q) Qualified Conditions of Approval

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.

1. **Project Description.** The project includes the demolition and removal of the existing office and automobile storage buildings (totaling 54,661 square feet) located on the project site, and development of a mixed-use building, including 231 multi-family residential units and 15,000 square feet of ground-floor neighborhood-serving commercial uses (including up to a 5,000 square-foot high-turnover restaurant and up to 10,000 square feet of general retail), and 390 vehicle parking spaces within two levels of subterranean, one at-grade level, and one above-grade level of parking. Approximately 8% of the permitted base density, equal to 15 units, will be restricted for Very Low-Income Households. The project will vary in height from 23 feet to 80 feet, four (4) inches, and will have a total build-out of approximately 218,316 square feet consisting of:

   a. Up to 15,000 square feet of retail/restaurant uses, and
   b. Up to 231 residential units.

2. The use and development of the 231 multi-family units shall not be permitted to operate as a Transit Occupancy Residential Structure (TORS). To enable the TORS apartment/hotel hybrid use, the applicant is required to request a Conditional Use Permit.

3. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials stamped "Exhibit A" and dated January 11, 2018, and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

4. **Zoning.** In compliance with the LAMC, uses permitted in the C2 Zone shall apply to the project site. .

5. **Development Services Center.** Prior to sign-off on building permits by the Department of City Planning's Development Services Center for the project, the Department of City Planning's Major Projects Section shall confirm, via signature, that the project's building plans substantially conform to the conceptual plans stamped as Exhibit "A", as approved by the City Planning Commission.

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

6. **Landscaping.** 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.

7. **Lighting.** All outdoor lighting shall be shielded and down-casted within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes). Areas where retail and restaurant uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel.

8. **Solar Power:** Where power poles are available, electricity from power poles and/or solar power generators rather than temporary diesel or gasoline generators shall be used during construction.

9. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (including the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, auguring, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

    - Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 978-1454.
    - If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
    - The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
    - The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
    - If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
    - The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
    - Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

- Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

B. Environmental Conditions.

1. **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 Tract Map Modification 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.

2. **Mitigation Monitor (Construction).** 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, the election of which is in the sole discretion of the Applicant), approved by the City of Los Angeles Department of City Planning which approval shall not be reasonably withheld, 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 report to the Enforcement Agency any non-compliance with mitigation measures and project design features within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of written 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.

C. Administrative Conditions:

1. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.

2. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.

3. **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 Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.

4. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.

5. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

6. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.

7. **Project Plan Modifications.** Any corrections and/or modifications to the Project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.

8. **Indemnification and Reimbursement of Litigation Costs.** The 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 includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

"D" Development Limitation Conditions of Approval

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 project shall be limited to a maximum 3:1 Floor Area Ratio across the entire site.

2. **Height.** The height of the project shall be limited to a maximum height of 80 feet four (4) inches to the top of the building parapet

CONDITIONS OF APPROVAL

A. Entitlement Conditions

1. **Site Development.** The use and development of the subject property shall be in substantial conformance with the site plan labeled Exhibit "A" and dated January 11, 2018. Prior to the issuance of building permits for individual structures, detailed development plans including a site plan illustrating elevations, facades, and architectural treatment, and a landscape/irrigation plan shall be submitted for review and approval by the Planning Department. The plans shall comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

2. **Floor Area.** The project shall be limited to a maximum 3:1 Floor Area Ratio (FAR).

3. **Height.** The proposed buildings shall be limited to a height of up to 80 feet, four (4) inches.

4. **Residential Automobile Parking.** Parking for residential uses shall be provided in accordance with LAMC Section 12.22-A,25(d)(1) parking requirements, Density Bonus Parking Option 1 which requires 1 on-site parking space for each residential unit of 0-1 bedroom, 2 on-site parking spaces for each residential unit of 2-3 bedrooms, and 2½ on-site parking spaces for each residential unit of 4 or more bedrooms. The project shall provide unbundled parking leases for residential units. Residential tenants of the market rate residential dwelling units shall have the option to lease parking spaces separately from the residential dwelling units or to opt out of leasing parking spaces. Parking spaces for Restricted Affordable Units shall be sold or rented consistent with LAMC Section 12.22-A,25(d).

5. **Commercial Parking**. Parking for commercial uses shall be provided in compliance with LAMC Section 12.21-A,4. Twenty percent of the required automobile parking may be replaced by bicycle parking at a ratio of one vehicle parking space for every four bicycle parking spaces provided.

6. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 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 ten dwelling units or guest rooms, with a minimum of two short-term bicycle parking spaces. Short-term and long term bicycle parking for general retail stores and restaurants requires one bicycle parking per 2,000 square feet, with a minimum of two bicycle parking spaces for both long- and short-term bicycle parking.

7. Prior to the issuance of the building permit, a copy of the letter of decision for Case No.VTT-74231 shall be submitted to the satisfaction of the Development Services Center.

8. **Electric Vehicle Charging Stations.** The project shall include at least 20 percent (20%) of the total automobile parking spaces developed on the project site capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. In addition, five percent (5%) of the total automobile parking spaces developed on the project site, and all parking spaces in excess of LAMC-required spaces for

the use, shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the required 20 percent or five percent results in a fractional space, round up to the next whole number. A label stating "EV CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

9. **Solar.** A minimum of 1,000 square feet of roof area, shall be reserved for the installation of a solar photovoltaic system. The system shall be installed prior to the issuance of a certificate of occupancy.

10. **Haul Route.**

a. Inbound haul trucks will exit from the US-101, head south on Highland Avenue, turn west on Santa Monica Boulevard, and enter the project site from Santa Monica Boulevard. Outbound haul trucks will exit the project site by turning east on Santa Monica Boulevard, then turning north on Highland Avenue, and enter the US-101 heading north.

b. Exporting a total of 78,000 cubic yards of soil.

c. Maximum total of 222 trips per day for the duration of 44 days.

d. Haul trucks shall be restricted to the hours of 9:00 a.m. to 3:00 p.m., Monday through Friday.

e. Trucks shall be restricted to 10-wheel dump trucks or smaller for streets with a width of 25 feet or less. Eighteen-wheel dump trucks are permitted on streets with a width greater than 25 feet. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets.

f. The Emergency Operations Division, Specialized Enforcement Section of the Los Angeles Police Department shall be notified prior to the start of hauling (213) 486-0777.

g. Streets shall be cleaned of spilled materials at the termination of each work day.

h. The final approved haul routes and all the conditions of approval shall be available on the job site at all times.

i. 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.

j. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.

k. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

l. All trucks are to be watered at the job site to prevent excessive blowing dirt.

m. 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.

n. The applicant shall be in conformance with the State of California, Department of Transportation, policy regarding movements of reducible loads.

o. All regulations set forth in the State of California Department of Motor Vehicles pertaining to the hauling of earth shall be complied with.

p. A Truck Crossing warning sign shall be placed 300 feet in advance of the exit in each direction.

q. One flag person(s) shall be required at the job and dump sites 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.

r. 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.

s. Any desire to change the prescribed routes must be approved by the concerned governmental agencies by contacting Street Services Investigation and Enforcement Division at (213) 847-6000 before the change takes place.

t. The permittee shall notify Street Services Investigation and Enforcement Division, (213) 847-6000, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations.

u. A surety or cash bond 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 Central Los Angeles District Engineering Office, 201 N. Figueroa Street, Land Development Section, Suite 1150, Los Angeles, CA 90012. Further information regarding the bond may be obtained by calling (213) 202-3495.

11. **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.

12. **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.

13. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities[1], all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

    - Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 473-9723.
    - If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
    - The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
    - The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
    - If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite

[1] Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity

professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.

- The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
- Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

Density Bonus Conditions

14. **Residential Density**. The project shall be limited to a maximum density of 231 residential units including Density Bonus Units.

15. **Affordable Units.**

    a. A minimum of 15 units, eight percent (8%) of the base dwelling units, shall be reserved as affordable units for Very Low Income Households, as defined by the State Density Bonus Law 65915(C)(2).

    b. 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 L.A.M.C. Section 12.22-A,25.

    c. 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 pursuant to L.A.M.C. Section 12.22-A,25.

    d. The project shall provide unbundled parking leases for residential units. Residential tenants of the market rate residential dwelling units shall have the option to lease parking spaces separately from the residential dwelling units or to opt out of leasing parking spaces. Parking spaces for Restricted Affordable Units shall be sold or rented consistent with LAMC Section 12.22-A,25(d).

16. **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 sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for

inclusion in this file and to the Council Office and Neighborhood Council. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

17. **Incentives and Waivers.**

    a. **Density Calculation.** The project density shall be based on the lot area of the site prior to any street dedications.

    b. **Side Yard.** The building shall be permitted a zero-foot side yard setback along Santa Monica Boulevard.

    c. **Floor Area Calculation.** The project's floor area shall be calculated on the lot area prior to street dedications.

Master Alcohol Conditional Use Permit Conditions

18. **Authorizations**. Use, maximum cumulative square-footage, seating, and hours of operation for all venues shall be limited to the following:

    a. The on-site sale of a full line of alcoholic beverages at a maximum of three venues totaling up to 5,000 square feet of interior floor area.

    b. Beer and wine sales may be provided in lieu of a full line of alcoholic beverages at any of the approved venues.

    c. A public hearing for any Master Plan Approval (MPA) request may be waived at the discretion of the Chief Zoning Administrator.

19. **Employee Training.** Within six months of the effective date of the any subsequent plan approvals, all employees involved with the sale of alcoholic beverages 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 from the Police Department to the Zoning Administrator as evidence of compliance. In the event there is no change in the licensee, within one year of such change, this training program shall be required for all new staff.

20. **Additional 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 Department of City Planning to impose additional corrective conditions, if, it is determined by the Department of City Planning that such conditions are proven necessary for the protection of person in the neighborhood or occupants of adjacent property.

21. **Lease Agreements.** All establishments applying for an Alcoholic Beverage Control license shall be given a copy of these conditions prior to executing a lease and these conditions shall be incorporated into the lease. Furthermore, all vendors of alcoholic beverages shall be made aware that violations of these conditions may result in revocation of the privileges of serving alcoholic beverages on the premises.

22. **Ownership/Operator Change**. 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 has been provided to the prospective owner/operator, including the conditions required herewith, shall be submitted to the BESt (Beverage and Entertainment Streamlined Program) 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 BESt (Beverage and Entertainment Streamlined Program) within 30 days of the beginning day of his/her new operation of the establishment along with the dimensioned floor plan, seating arrangement and number of seats of the new operation.

23. **Covenant and Agreement.** Within 30 days of the effective date 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 Development Services Center or the BESt (Beverage and Entertainment Streamlined Program) for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center or BESt (Beverage and Entertainment Streamlined Program) for inclusion in the case file.

24. The property owner/property management company and each tenant shall be responsible for maintaining free of litter, the area adjacent to the property including the sidewalk and patio areas.

25. The applicant and tenants shall monitor the areas under their control to prevent loitering of persons around their venues.

26. 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.

27. **MViP – Monitoring, Verification and Inspection Program**. At any time, before, during, or after operating hours, a City inspector may 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 used to rate the operator according to the level of compliance. If a violation exists, the owner/operator will be notified of the deficiency or violation and will be 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 therein, may result in denial of future requests to renew or extend this grant.

28. Prior to the beginning of operations, the manager of the facility shall be made aware of the conditions and shall inform his/her employees of the same. A statement with the signature, printed name, position and date signed by the manager and his/her employees shall be provided to the Condition Compliance Unit within 30 days of the beginning day of operation of the establishment. The statement shall read as follows:

> *We, the undersigned, have read and understand the conditions of approval to allow the sale and dispensing of a full line of alcoholic beverages for on and off-site consumption, in conjunction the [restaurant][facility], known as*

[NAME OF VENUE][NAME OF FACILITY], and agree to abide and comply with said conditions.

Site Plan Review Conditions

29. **Trash/Storage.**

    a. All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.

    b. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times.

    c. Trash/recycling containers shall be locked when not in use.

30. **Mechanical Equipment.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.

31. **On-site Landscaping.** All planters containing trees shall have a minimum depth of 48 inches.

32. **Lighting.** 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.

33. **Aesthetics.** The structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair and free of graffiti, trash, overgrown vegetation, or similar material, pursuant to Municipal Code Section 91,8104. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

B. Administrative Conditions

34. **Approval, 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 Planning Department for placement in the subject file.

35. **Code Compliance**. Area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

36. **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 Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.

37. **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.

38. **Enforcement**. Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

39. **Building Plans**. Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.

40. **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 includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

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

FINDINGS

Legislative Findings

1. **General Plan Land Use Designation.** The 1.37-acre project site is of significant size and physical identitity in that it strategically fronts three streets and is located within the Hollywood Community Plan, adopted by the City Council on December 13, 1988. The project site is comprised of 12 parcels, bounded by Orange Drive to the west, Santa Monica Boulevard to the south, and Mansfield Avenue to the east. The Community Plan Map designates the two northernmost parcels for Medium Residential land uses and a corresponding zone of R3. The Medium Residential land use is subject to Footnote No. 4 of the Community Plan Map, which corresponds to Height District 1XL or to less than maximum R3 zoning density. The Community Plan Map designates the remainder of the site for Highway Oriented Commercial land uses and allows for corresponding zones of C1, C2, P, RAS3, and RAS4. The Highway Oriented Commercial land use is also subject to Footnote Nos. 11, 12, and 21 of the Community Plan Map, none of which are applicable to the project site.

   The project includes a City-initiated General Plan Amendment to redesignate certain parcels from Highway Oriented Commercial and Medium Residential land use designations to the General Commercial designation, a Vesting Zone Change from C2-1D and R3-1XL to (T)(Q)C2-2D over the entire site, and a Height District Change to limit the floor area ratio (FAR) of the project to 3:1.

   In addition, the City initiated a General Plan Amendment for Add Areas to change the land use designation of parcels adjacent to the project site from the Highway Oriented Commercial land use to the General Commercial land use designation, consistent with the City's more recent plans and policies that encourage multi-modal land uses. The Add Areas include the parcels generally bounded by Santa Monica Boulevard to the south, Citrus Avenue to the east, and the City of Los Angeles boundary line to the west with the following addresses: 6851-6855 West Santa Monica Boulevard; 1107-1121 North Citrus Avenue; 1104-1116 North Mansfield Avenue; 7001-7029 West Santa Monica Boulevard; 1118-1110 North Sycamore Avenue; 1107-1117 North Orange Drive; 7051 West Santa Monica Boulevard; and 1105-1115 North Sycamore Avenue. Unaddressed parcels include APN's 5532016031, 5532016015, and 5531013025. The total area of the proposed Add Areas are 2.73 acres. The Add Areas are developed with existing operating uses, and will not be developed in conjunction with the proposed project, and no development is currently proposed for the Add Area parcels. In addition, the Add Areas will not be rezoned, but the existing underlying zone of the parcels is consistent with the proposed General Commercial land use designation and will not provide the property owners with additional development rights as a result of the amendment. The proposed General Plan Amendment is intended to provide consistency of land uses along the north side of Santa Monica Boulevard.

   These requests, acting in concert, would result in land use and zoning consistency, and are in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Community Plan.

2. **General Plan Text**. The development of a new mixed-use project located on a commercial corridor in the Hollywood community will contribute to the economic well-being of the community while providing much-needed housing units.

a. Hollywood Community Plan. The Hollywood Community Plan, a part of the Land Use Element of the City's General Plan, states the following objectives and policies that are relevant to the project:

Objective 1: *To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry."*

Objective 2: *To designate lands at appropriate locations for various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.*

Objective 3: *To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice. To encourage the preservation and enhancement of the varied and distinctive residential character of the Community, and to protect lower density housing form the scattered intrusion of apartments.*

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.*

The proposed project and Add Areas substantially conform with the purpose, intent and provisions of the Community Plan. Under the Hollywood Community Plan the project site is designated for Highway Oriented Commercial and Medium Residential land uses, both of which allow residential uses. The project will include a mix of residential, retail, and restaurant uses that would be allowed under the Community Plan land use designation. With approval of a General Plan Amendment to change the land use designation from Highway Oriented Commercial and Medium Residential to General Commercial, the site will be consistent with other parcels along the northern frontage of Santa Monica Boulevard and in the vicinity of the project site where the City has changed the land use designation to General Commercial (e.g., the recently approved Case No. CPC-2016-1083-GPA-VZC-HD-DB-SPR at 118-1136 North McCadden Place, 119-1139 North McCadden Place, and 6719-6733 Santa Monica Boulevard).

Further, the City has initiated a General Plan Amendment for the Add Areas, which will redesignatethe surrounding parcels, also currently designated as Highway Oriented Commercial to General Commercial. The Add Areas are developed with existing operating uses, are not proposed to be developed in conjunction with the proposed project, and no development is currently proposed for the Add Area parcels. The Add Areas will not be rezoned, as the current existing zones are consistent with the proposed General Commercial land use and will not provide the property owners with additional development rights. The General Plan Amendment for the Add Areas will ensure that any potential future development located in the Add Areas reinforces the transition zone (between light manufacturing and medium residential uses) along the northern side of Santa Monica Boulevard. Consistent with Objective 1 this request will provide for coordinated development and consistency of land uses in the vicinity of the project site and metropolitan area. Additionally, the project will further the development of Hollywood as a major center of population, employment, retail, services, and entertainment by replacing the existing office

and automobile storage buildings (totaling 54,661 square feet) with development of a new seven-story mixed-use building with 15,000 square feet of ground-floor neighborhood-serving commercial uses, 231 multi-family residential units, and 390 vehicle parking spaces within two subterranean and two surface levels of parking.

The City of Los Angeles Department of City Planning is in the process of updating the Hollywood Community Plan (the draft was released by the Department of City Planning in May 2017). Since the last update of the Hollywood Community Plan (1988), significant changes have occurred, new issues have emerged and new community objectives, aiming to balance new development with community preservation, have evolved. The Hollywood Community Plan Update (CPU) sets a direction for the future of Hollywood and addresses a wide range of planning topics, including land use and housing, parks and open space, urban design, and mobility. The proposed change to the land use designations for the project site and Add Areas, from Highway Oriented Commercial and Medium Residential to General Commercial will be generally consistent with what is proposed in the Draft Hollywood Community Plan. The CPU is phasing out the Highway Oriented Commercial and General Commercial land use nomenclatures and will be providing the Community Commercial designation as appropriate per the General Plan Framework Element. It is important to note that nomenclature changes are changes in name only and do not change densities, FAR, heights, or allowable uses.

To achieve Objectives 2 and 3 the project will provide needed housing for a variety of economic segments of the community within walking distance to commercial uses and other amenities. The project will provide 231 multi-family units, including 15 units that will be set aside for Very Low-Income Households. Residential units will be offered in studio; one-bedroom; one-bedroom plus den and two-bedroom configurations.

Pursuant to Objective 3 and to ensure the preservation of the residential neighborhood's character to the north, the building's massing, scale, and height will be reduced through a series of gradual steps at the northern portion of the site. The mixed-use building will vary in height from 23 feet to 80 feet, four (4) inches. The south facing façade, the tallest portion of the project, will front Santa Monica Boulevard and the north facing façade will step down twice as the structure approaches the adjacent duplex located to the north (at 1130 North Orange Drive), first to a height of 54 feet and further to a height of 23 feet. In addition, the project also provides three separate ten-foot side yard setbacks to the north and a landscape buffer, consisting of trees and shrubs that will be planted along the site's northern property line and will help to screen and create space between the project site and adjacent multi-family residential uses.

Consistent with Objective 4, the change in land use designations from Highway Oriented Commercial and Medium Residential to General Commercial (for both the project site and Add Areas) is consistent with the City's current planning principles and standards that encourages the development of new housing located hear commercial, employment, and transit options. Additionally, the project will promote economic well-being and provide a public convenience by providing ground-floor neighborhood-serving commercial uses, including up to a 5,000 square-foot high-turnover restaurant and up to 10,000 square feet of general retail, to the surrounding neighborhood.

b. Framework Land Use Chapter. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element's Land Use chapter policies encourages the retention of the City's stable residential neighborhoods and proposes incentives to encourage growth that occurs to be located in neighborhood districts, commercial and mixed-use centers,

along boulevards, industrial districts, and in proximity to transportation corridors and transit stations. Land use standards and densities vary by location to reflect the local conditions and diversity and range from districts oriented to the neighborhood, the community, the region, and, at the highest level, the national and international markets. General Commercial uses include a diversity of retail sales and services, office, and auto-oriented uses comparable to those currently allowed in the "C2" one, including residential uses. General Commercial uses are located outside of districts, centers, and mixed-use boulevards and occur at the intersections of major and secondary streets, or as a low rise, low density linear "strip" development along major and secondary streets. Consistent with Framework Element, specifically the preferred location of General Commercial land uses outside districts, centers, and mixed-use boulevards, the Framework's Long-Range Diagram identifies the project site as located outside a neighborhood district, community, regional, or downtown center, and/or mixed-use boulevard.

The project will result in a new seven-story mixed-use building, consisting of 231 multi-family units, (including 15 units that will be set aside for Very Low- Income Households) and 15,000 square feet of ground-floor neighborhood-serving commercial uses (including up to a 5,000 square-foot high-turnover restaurant and up to 10,000 square feet of general retail), and 390 vehicle parking spaces within two subterranean and two above grade levels of parking. Consistent with the Framework General Commercial goal to provide commercial needs outside center and districts, the project commercial uses will provide retail and restaurant uses outside commercial centers and districts.

The initiated General Plan Amendment is intended to provide consistency of land uses along the north side of Santa Monica Boulevard. The Add Areas are developed with existing operating uses, are not proposed to be developed in conjunction with the project, and no development is currently proposed for the Add Area parcels. In addition, the Add Areas will not be rezoned, as the existing underlying zones of the add area parcels is consistent with the proposed General Commercial land use and will not provide the property owners with additional development rights.

The project and Add Areas will be consistent with the uses, floor area, density, and development type envisioned by the General Commercial use of the General Plan Framework.

The project is consistent with and advances the following goals, objectives, and policies of the General Plan Framework:

<u>General Commercial</u>

GOAL 3H: *Lower-intensity highway-oriented and local commercial nodes that accommodate commercial needs outside centers and districts.*

Objective 3.12: *Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or are precluded from intensification due to their physical characteristics.*

Policy 3.12.1: *Accommodate the development of uses in areas designated as "General Commercial" in the community plans in accordance with Tables 3-1 and 3-7. The range/densities of uses permitted in any area shall be identified in the community plans.*

Objective 3.16: Accommodate land uses, and locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.

The initiated General Plan Amendment will result in the construction of a new seven-story mixed-use building with 15,000 square feet of ground-floor neighborhood-serving commercial uses (including up to a 5,000 square-foot-high-turnover restaurant and up to 10,000 square feet of general retail) thereby providing commercial needs outside of nearby commercial centers located to the east and west along La Brea Avenue and Highland Avenue.

The project will satisfy the aforementioned objectives by providing a range of housing units including market rate and affordable units with studio, one-bedroom, and two bedroom configurations. In addition, the Project accommodates Objective 3.16 through its pedestrian-oriented design and streetscape improvements, which include street trees, sidewalk improvements, and the design of the ground floor commercial uses that will include glass pavilions, a landscape sidewalk and appropriate size landscaped planters.

The project will be an in-fill development resulting in a new mixed-use building and comprised of a balanced mix of multi-family residential units and ground-floor neighborhood-serving commercial uses, thereby supporting the objectives of the Framework Element. Overall, the Project is consistent with the Framework Element's General Commercial Designations.

The Framework Element's Urban Form and Neighborhood Design Chapter presents the goals, objectives, and policies related to urban form and neighborhood design in the City of Los Angeles. The project will also comply with the following objective and policy set forth in the General Plan Framework Urban Form and Neighborhood Design Chapter:

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

Policy 5.9.2: Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes. Mixed-use should also be enhanced by locating community facilities such as libraries, cultural facilities or police substations, on the ground floor of such building, where feasible.

Consistent with Objective 5.2, the project site is located within ¼ mile of a number of County of Los Angeles Metropolitan Transportation Authority (Metro) bus stops, including stops along LA Metro Routes 4, 704, 212, 312, 156 and the City bus routes at Santa Monica/La Brea, providing access to West Los Angeles, West Hollywood, and Downtown Los Angeles. LA Metro Rapid Route 704 is located at the corner of Santa Monica Boulevard and La Brea Avenue. The Property is approximately one mile from the nearest LA Metro Red Line Station (Hollywood/Highland). There is direct bus access between the Property and the Hollywood/Highland Station via LA Metro Bus Routes 4 and 704.

The building design will be consistent with Policy 5.9.2 and provide ground floor commercial uses with an aluminum frame storefront system with large expansive glass windows to allow for natural surveillance of the street.

c. Housing Element: The 2013-2021 Housing Element, the Housing Element of the General Plan, is the City's blueprint for meeting housing and growth challenges. The Housing Element identifies the City's housing conditions and needs, identifies goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City has committed to in order to implement and create sustainable, mixed-income neighborhoods across Los Angeles.

The project will be consistent with the goals, objectives and policies of the Housing Element which states the following :

Goal 1: *Housing Production and Preservation: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.*

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

Policy 1.1.3: *Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.*

Policy 1.1.4: *Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.*

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.*

The project includes 231 residential units. As part of the total 231 units, the project will set aside 15 units for Very Low Income Households. Residential units are offered in studio; one-bedroom; one-bedroom plus den and two-bedroom configurations. The variety in dwelling unit types will accommodate a variety of family sizes within a mixed-use development. The project's 231 residential units will help further achieve the Mayor's goal of producing 100,000 dwelling units by 2021.

Given that the project will contain neighborhood-serving commercial uses in an urban environment that is within proximity to public transit options, resulting in more day and nighttime pedestrian activity, the project would also implement the following goals, objectives, and policies of the Housing Element:

Goal 2: *Safe, Livable and Sustainable Neighborhoods*

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

Policy 2.2.1: *Provide incentives to encourage the integration of housing with other compatible land uses.*

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 2.2.5: *Provide sufficient services and amenities to support the planned population while preserving the neighborhood for those currently there.*

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

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

Policy 2.5.1: *Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed-use development, Transit Oriented Districts and designated Centers.*

The mixed-use project will provide new market rate and affordable dwelling units and community-serving commercial uses adjacent to existing employment opportunities and several public transportation lines. Additionally, the Project includes sufficient services and amenities for residents including an indoor club room and fitness center, a 9,111 square-foot main courtyard with a pool, spa, barbeque area and lounge area and a 10,393 square-foot north courtyard with a dog run, bocce court, sunning area, game area, barbeque area and fire pit would be located on the third floor. In addition, a 2,150 square-foot deck area with seating would be constructed on the sixth floor. The project will comply with all state, regional, local and LAMC requirements for water and energy conservation and waste reduction, and feature sustainability features such as permeable paving. The project also includes EV parking spaces and 1,000 square feet of solar panels.

Objective 2.3: *Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.*

Policy 2.3.2: *Promote and facilitate reduction of water consumption in new and existing housing.*

Policy 2.3.3: *Promote and facilitate reduction of energy consumption in new and existing housing.*

The project will incorporate features to support and promote environmental sustainability, including “green” principles that comply with the City of Los Angeles Green Building Code. In so doing, the new buildings would achieve LEED Silver status and be consistent with Objective 2.3. Additionally, new construction will be required to comply with all LAMC regulations, including the Los Angeles Green Building Code. The project’s location, near several public transportation lines, and the inclusion of retail and restaurant uses at the ground level, will encourage pedestrian circulation near and around the project site. Consistent with Policy 2.3.2, to promote and facilitate reduction of water consumption, the project features will include water saving appliances including indoor facets that use less

than one and half gallons per minute, high efficiency clothes washers, tankless and on-demand water heaters, ENERGY STAR rated dishwashers, and high efficiency toilets. The project landscape will include native and drought tolerant plant materials, weather based irrigation controllers with rain shutoff technology.

To achieve Policy 2.3.3, the project site's proximity to public transit (including bus and rail), as well as the proposed pedestrian improvements and bicycle parking, will reduce the amount of petroleum fuel being consumed to travel to and from the project site. Additionally, the project will comply with all Title 24 energy requirements, further reducing the amount of energy (including electricity and natural gas) consumed during operation of the project.

d. Health and Wellness Element: Plan for a Healthy Los Angeles, the Health and Wellness Element of the General Plan, seeks the promotion of a healthy built environment in a manner that enhances opportunities for improved health and well-being, and which promotes healthy living and working conditions. As further analyzed in the EIR and herein, the project is consistent with the following policies:

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.

The proposed resident amenities, including the pool, fitness center and additional active recreation areas, provide a healthy on-site built environment and will provide residents with healthy living opportunities. Additionally, stair cases will be located throughout the project site, offering residents an alternative to the elevator and thereby encouraging physical activity.

Policy 5.1: Air pollution and respiratory health

Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

The project is located within walking distance of several public transportation lines and is adjacent to planned bicycle facilities on La Brea Avenue, Highland Avenue, Santa Monica Boulevard, Sunset Boulevard, Melrose Avenue, Waring Avenue, and Orange Drive. These lanes have not yet been installed. Project residents and visitors will be within walking distance of retail, restaurants, and jobs. In addition, the project provides 270 bicycle parking spaces and EV parking spaces, to encourage alternative means of transportation, thus reducing air pollution from vehicles.

Policy 5.7: Land use planning for public health and GHG emission reduction

Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution,

especially for children, seniors and others susceptible to respiratory diseases.

As discussed above, in addition to the project's proximity to public transportation, the project includes bicycle parking and EV-ready spaces to help reduce GHG emissions during operation of the project.

e. Mobility Element: Mobility Plan 2035, the Mobility Element of the General Plan, will not be negatively affected by the recommended action herein. The project is consistent with the five goals of the plan to provide:

1. Safety First
2. World Class Infrastructure
3. Access for All Angelenos
4. Collaboration, Communication and Informed Choices
5. Clean Environments & Healthy Communities

Pursuant to Mobility Plan 2035, the designations of the project's adjacent streets are:

Santa Monica Boulevard is an east-west roadway designated as an Avenue I in the Mobility Plan 2035 and an Arterial Street in the City of West Hollywood. Two travel lanes in each direction are provided in the Project area.

Mansfield Avenue is a north-south roadway designated as a Local Street in the Mobility Plan 2035. One travel lane in each direction is provided and parking is permitted in the Project area.

Orange Drive is a north-south roadway designated as a Collector Street north of Santa Monica Boulevard and as a Local Street south of Santa Monica Boulevard in the Mobility Plan 2035. One travel lane is provided in each direction and parking is permitted in the Project Area.

The project site is within proximity to the following bus routes:

Bus Route	Service Area	Bus Stop Location
Metro Route 4	Operates between Downtown Los Angeles, Silver Lake, Hollywood, West Hollywood, Beverly Hills, Century City, West Los Angeles and Santa Monica. Early morning and night owl services are provided on an extended route.	A stop is located adjacent to the Project Site at Santa Monica Boulevard/Orange Drive.
Metro Rapid Route 704	Operates along the same route as Metro Route 4 but with limited stops to save travel time and provide faster services between the communities.	A stop is located two blocks east of the Project Site at Santa Monica Boulevard/Highland Avenue.
Metro Route 212/312	Operates between Hollywood and Torrance including Miracle Mile, Baldwin Hills, Inglewood, and Hawthorne	Stops are located two blocks west of the Project Site at Santa Monica Boulevard/La Brea Avenue.
Metro Route 156/656	Operates between Hollywood and East San Fernando Valley, including Studio City, Van Nuys, and Panorama City	Stops are located two blocks east of the Project Site at Santa Monica Boulevard/Highland Avenue.

Metro Route 2/302	Operates between Pacific Palisades, UCLA, Beverly Hills, Hollywood, Los Feliz, Echo Park, and Downtown Los Angeles along Sunset Boulevard.	Stops are located four blocks north of the Project Site at Sunset Boulevard/Orange Drive.
Source: Overland Traffic Consultants, Inc.		

The Mobility Plan 2035 designates the following streets in the Project area as bicycle routes:

- La Brea Avenue (Tier 3 Bicycle Lane)
- Highland Avenue (Tier 3 Bicycle Lane)
- Santa Monica Boulevard (Tier 3 Bicycle Lane)
- Sunset Boulevard (Tier 3 Bicycle Lane)
- Melrose Avenue (Tier 1 Protected Bicycle Lane)
- Waring Avenue (Bicycle Enhanced Network Segment)
- Orange Drive (Bicycle Enhanced Network Segment)

Currently, none of the bicycle lanes listed above have been installed.

f. Sewerage Facilities Element: Improvements may be required for the construction or improvement of sewer facilities to serve the subject project and complete the City sewer system for the health and safety of City inhabitants, which will assure compliance with the goals of this General Plan Element. The project will be required to improve the public right-of-ways to the satisfaction of the Bureau of Engineering.

City Charter Compliance – General Plan Amendment

3. Charter Compliance - City Charter Section 555 (General Plan Amendment). The proposed General Plan Amendment complies with the procedures as specified in Section 555 of the Charter, including:

a. **The Part or Area Involved Has Significant Social, Economic or Physical Identity.** 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 Medium Residential for the two northernmost parcels and Highway Oriented Commercial for the remaining portion of the site and for the Add Area parcels. Redesignating the land use of the project site and Add Area reinforces the General Plan Framework's guidance of locating density and jobs near transit. The redesignation also reflects changing development patterns in the City, specifically locating high density, mixed-use developments near transit lines.

The project site is located along a commercial corridor, adjacent to the City of West Hollywood. The northern side of Santa Monica Boulevard is developed with retail, studio, storage, office, restaurant, and multi-family residential uses continuing into the City of West Hollywood. The initiated General Plan Amendment from Highway Oriented Commercial and Medium Residential to the General Commercial land use designation, will re-designate the project site and Add Areas to the General Commercial land use designation that will allow for a higher density, transit oriented mixed-use development that is consistent with the existing and future uses along the Northern side of Santa Monica Boulevard.

Properties to the east and west of the project site, along the northern side of Santa Monica Boulevard are designated for Highway Oriented Commercial land uses. Development along the northern side of Santa Monica Boulevard consists of retail, studio, storage, restaurant, and multi-family residential uses having Highway Oriented Commercial and Limited Commercial land use designations. To the north of the project site, properties are zoned R3 and are developed with single- and multi-family uses. To the south, properties are zoned MR1-1 and are developed with light industrial uses. This portion of Santa Monica Boulevard is currently transitioning from office and light industrial uses to commercial/mixed-use development.

The project site has significant physical identity given its size at 2.37 acres. In addition it a part of a neighborhood that has already begun transitioning to dense, mixed use commercial-residential coridor. There are several recently approved and constructed mixed-use developments within blocks of the project site both in Los Angeles and in the City of West Hollywood to the west. The addition of the proposed mixed-use building by way of the General Plan Amendment will enhance the existing commercial corridor's social, physical and economic identity as a corridor with neighrborhood serving commercial uses. In addition, the General Plan Amendment to the General Commercial land use designation, which has corresponding zones of C1, C2, P, RAS3, and RAS4, will allow for the development of either commercial and/or mixed-use buildings that would contribute to the economic well-being of the area while serving as a buffer to the medium density residential properties to the north of the project site from the limited manufacturing uses to the south of the project site, consistent with the community plan.

The City of Los Angeles has initiated a General Plan Amendment to change the land use designation of the proposed Add Areas from "Highway Oriented Commercial" to "General Commercial" to recognize existing development patterns and the City's movement away from Highway Oriented Commercial uses. The Add Areas are developed with existing operating uses and are not proposed to be developed in conjunction with the proposed project, and no development is currently proposed for the Add Area parcels. In addition, the Add Areas will not be rezoned, as the existing zones are consistent with the proposed General Commercial land use and will not provide the property owners with additional development rights. The proposed General Plan Amendment is intended to provide consistency of land uses along the north side of Santa Monica Boulevard.

The instant request provides the City an opportunity to create consistency of land uses along the north side of Santa Monica Boulevard, in a manner consistent with the goals, objectives and policies of the General Plan Framework for commercial uses and for pedestrian-oriented projects.

Thus, the approval of the Plan Amendment to General Commercial is necessary for the vision of the Hollywood Community Plan to promote mixed-use projects and encourage the development of co-located housing and neighborhood commercial uses in a transit-rich area where mixed-use projects are encouraged.

b. **Initiation of Amendments.** In compliance with this sub-section, the Director of Planning initiated the amendment to the Hollywood Community Plan (General Plan Land Use Element), pursuant to the memo dated March 2, 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 November 15, 2017. 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. Charter Findings - City Charter Sections 556 and 558 (General Plan Compliance and Procedures for Amendment)

The proposed General Plan Amendment complies with Sections 556 and 558 in that the plan amendment is consistent with numerous goals, objectives and policies of the Framework Element of the General Plan and with the Hollywood Community Plan as discussed in above Finding No. 2; and is in conformity with public necessity, convenience, general welfare and good zoning practice as explained in the following discussion. The re-designation of the project site and Add Areas from Highway Oriented Commercial and Medium Residential land use designations to the General Commercial land use designation will allow for parcels that are consistent with existing and future land use patterns along the northern side of Santa Monica Boulevard. The General Commercial land use designation is consistent with the Framework Element's vision for parcels having a General Commercial land use designation in that sites are located outside of districts, centers, and mixed-use boulevards and occur at the intersections of major and secondary streets, or as a low rise, low density linear "strip" development along major and secondary streets. The Framework's Long-Range Diagram does not identify the Project Site as located within a neighborhood district, community, regional, or downtown center, and/or mixed-use boulevard, but is located along a transitioning section of Santa Monica Boulevard, and thus as stated above is consistent with the General Commercial land use.

The project site and the adjacent land uses (along Santa Monica Boulevard) are currently transitioning from office and light industrial uses to commercial/mixed-use development. Properties to the east and west of the project site, along the northern side of Santa Monica Boulevard are designated Highway Oriented Commercial. Development along the northern side of Santa Monica Boulevard is developed with retail, studio, storage, restaurant, and multi-family residential uses having Highway Oriented Commercial and

Limited Commercial land use designations. To the north of the project site, properties are zoned R3 and are developed with single- and multi-family uses. To the south, properties are zoned MR1-1 and are developed with light industrial uses.

The City of Los Angeles has initiated a General Plan Amendment to change the land use designation of the proposed Add Areas from "Highway Oriented Commercial" to "General Commercial". The Add Areas include the parcels generally bounded by Santa Monica Boulevard to the south, Citrus Avenue to the east and the City of Los Angeles boundary line to the west. The total area of the proposed Add Areas is 2.73 acres. The Add Areas are developed with existing operating uses and are not proposed to be developed in conjunction with the proposed project, and no development is currently proposed for the Add Area parcels. In addition, the Add Areas will not be rezoned, as the existing zones are consistent with the proposed General Commercial land use and will not provide the property owners with additional development rights. The proposed General Plan Amendment is intended to provide consistency of land uses along the north side of Santa Monica Boulevard.

The initiated General Plan Amendment to General Commercial will result in parcels that are consistent with the policies of the Community Plan which seeks to provide "neighborhood shopping areas, emphasizing convenience retail stores and services." Additionally, the Community Plan "encourages the retention of neighborhood convenience clusters offering retail and service establishments oriented towards pedestrians. The project site is located along a portion of Santa Monica Boulevard that is in transition from office and light manufacturing uses to commercial and mixed-use development. The project site is surrounded by commercial and multi-family zoned parcels so the development of a mixed-use building with ground-floor neighborhood-serving commercial and pedestrian friendly uses, will not only bring a much needed amenity and service to this area of Santa Monica Boulevard, but the project will be consistent and compatible with existing zoning and land use patterns of the northern side of Santa Monica Boulevard. Additionally, the project will serve to encourage future commercial development along the street. The ground-floor neighborhood-serving commercial uses will become an additional source of employment in the community, while providing a service to those living and working in the community. Moreover, all of the previously mentioned is being provided along a major public transit corridor with direct bus access to a light rail station. As such, the initiated General Plan Amendment is in substantial conformance with the purpose, intent, and provisions of the General Plan to strengthen the commercial and economic base of the Community Plan Area while allowing for the development of dwelling units all of which may be accessed through multiple modes of transportation including public transit. In addition, the General Commercial land use designation will result in parcels that are in conformity with public necessity, convenience, general welfare, and good zoning practice.

Entitlement Findings

1. Zone and Height District Change 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 includes a Zone and Height District Change for the entire project site from C2-1D and R3-1XL to (T)(Q)C2-2D with a "D" Development Limitation to restrict the FAR to 3:1. The proposed changes to the Zone and Height District, would unify the zoning,

heights, and General Plan designations in a manner that is reflective of the character of development, pattern of land use designations in the surrounding vicinity, and which otherwise supports the goals and policies of the General Plan Framework. The General Commercial land use designation ensures that high density development is centered in a jobs- and transit-rich area, such as the subject site. The zone and height district change are deemed consistent with the public necessity, convenience, general welfare and good zoning practice in that it will allow for the development of a mixed-use building that provides new housing and commercial opportunities on a site that is located near transit, employment options, and commercial amenities.

The project includes the replacement of an office and automobile storage buildings (totaling 54,661 square feet) with a mixed-use residential and commercial development with up to a 5,000 square-foot-high-turnover restaurant and up to 10,000 square feet of general retail. The requested Vesting Zone and Height District changes will facilitate development of much-needed housing and provide neighborhood serving commercial uses along a commercial corridor suited for high density uses.

The proposed (T)(Q)C2-2D Zone is consistent with, and conforms to, the zoning pattern of properties in the immediate vicinity, where properties to the east, (along Santa Monica Boulevard and McCadden Place) are designated as General Commercial with corresponding C2 zones. The proposed zone is consistent with this land use designation and is in keeping with the goals and objectives of the General Plan Framework, which encourages a scale and density based on function, a diversity of uses, and local commercial uses at the intersections of major and secondary streets. In this case, the proposed function of the project is to serve as a transit-oriented development which supports the Framework Element's goal of encouraging development in proximity to rail and bus transportation corridors and stations, thereby encouraging transit use, reducing vehicle dependency, and improving air quality. Moreover, the framework further promotes the development of multi-family housing and community serving commercial uses, which enhances the pedestrian environment, and "contain a diversity of uses that serve daily needs, such as restaurants, retail outlets, grocery stores, child care facilities, community meeting rooms, pharmacies, religious facilities and other similar uses". To that end, the project would create an inviting, safe pedestrian environment, with a mixed-use development that would provide affordable housing and neighborhood serving commercial uses.

In addition the project will strengthen the buffer between the multi-family residential neighborhood to the north and commercial and light manufacturing uses to the south. To the north of the project site, properties are zoned R3 and are developed with single- and multi-family uses. To the south, properties are zoned MR1-1 and are developed with light industrial uses. While the proposed project will be seven stories in height, the mixed-use building will vary in height from 23 feet to 80 feet, four (4) inches. The south facing façade, the tallest portion of the project, will front Santa Monica Boulevard and the north facing façade will step down twice as the structure approaches the adjacent duplex located to the north (at 1130 North Orange Drive), first to a height of 54 feet and further to a height of 23 feet. In addition, the project also provides three separate 10-foot side yard setbacks to the north and a landscape buffer, consisting of trees and shrubs that will be planted along the site's northern property line and will help to screen and create space between the project site and adjacent residential uses.

The project will provide existing improvements with new development that activates the site by providing ground floor neighborhood-serving commercial uses and a landscaped sidewalk with planters, street trees, lighting and seating, along Santa Monica Boulevard.

The project will provide much-needed housing to the Hollywood area. The development of the project is consistent with the underlying zone and land use designation, thereby furthering the goals and objectives of the Hollywood Community Plan, while conforming to the public necessity, convenience and general welfare of the City of Los Angeles.

ADDITIONAL FINDINGS FOR A "Q" QUALIFIED AND "D" LIMITED CLASSIFICATIONS:

b. The project will protect the best interests of and assure a development more compatible with the surrounding property or neighborhood.

The proposed project is reflective of the character of development, pattern of land use designations in the immediate vicinity, and which otherwise supports the goals and policies of the General Plan Framework. The General Commercial land use designation ensures that high density development is centered in a jobs- and transit-rich area, such as the subject site. The project is a development consisting of 231 multi-family units and 15,000 square feet of ground-floor neighborhood-serving commercial uses within the vicinity of several Metro Local and Rapid bus stops. Approximately eight (8) percent of the permitted base density, equal to 15 units, will be restricted for Very Low-Income Households.

The project's ground floor commercial uses will be compatible and complementary with the commercial uses in the vicinity, such as the uses restaurant use to the west across Orange Drive, the West Hollywood Gateway Center, to the west along Santa Monica Boulevard, in the City of West Hollywood, and the retail and restaurant uses at the intersection of Highland Avenue and Santa Monica Boulevard. In addition, the project's mixed-use nature that includes residential uses will be compatible and complementary with the mixed-use building along Santa Monica Boulevard, to the west, in the City of West Hollywood.

The use and development of the 231 multi-family units shall not be permitted to operate as a Transit Occupancy Residential Structure (TORS). In the event that the applicant decides to convert the multi-family units to TORs units, the applicant is required to request a Conditional Use Permit.

The project proposes a maximum FAR of 3:1, with a D Limitation that restricts the site's maximum FAR to 3:1 in lieu of the 6:1 otherwise permitted in Height District two (2). While the project's increase in FAR is greater than the permitted site's FAR, the proposed FAR is consistent with the transitioning nature of the surrounding area, specifically along Santa Monica Boulevard and affords the square footage needed to provide 15 units restricted for Very Low Income-Households.

To ensure the preservation of the residential neighborhood's character to the north, the building's massing, scale, and height will be reduced through a series of gradual steps at the northern portion of the site. The mixed-use building will vary in height from 23 feet to 80 feet, four (4) inches. The south facing façade, the tallest portion of the project, will front Santa Monica Boulevard and the north facing façade will step down twice as the structure approaches the adjacent duplex located to the north (at 1130 North Orange Drive), first to a height of 54 feet and further to a height of 23 feet. In addition, the project also provides three separate ten-foot side yard setbacks to the north and a landscape buffer, consisting

of trees and shrubs that will be planted along the site's northern property line and will help to screen and create space between the project site and adjacent residential uses.

The project site has been conditioned so that any development on the site will be compatible with existing and future development in the area. In addition, the "Q" Conditions will ensure that the project is constructed as approved herein and subject to the mitigation measures and project design features identified in the EIR.

c. The project will secure an appropriate development in harmony with the objectives of the General Plan.

The project promotes and is consistent with the intensity and pattern of development of General Commercial General Plan Framework designation which encourages these areas to have a diversity of retail sales and services, and residential uses allowed in the C2 Zone along mixed-use boulevards and at the intersections of major and secondary streets. The project will serve as a pedestrian-friendly development that supports the Framework Element's goal of encouraging high activity, mixed-use centers near transit lines. Moreover, the framework further promotes the development of new projects that 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 to live, work and visit, during the day and night. The project, as conditioned, will also create consistency between the current and proposed land uses and zoning in the area.

The project will provide an appropriate development that is in harmony with the General Plan by supporting many of the land use goals, objectives and policies identified in the Hollywood Community Plan. The project will: reduce vehicular trips by developing new housing in proximity to regional and community commercial centers; encourage higher density residential uses near major public transportation centers; preserve and strengthen viable commercial development; and promote distinctive commercial districts and pedestrian-oriented areas.

d. The project will prevent or mitigate potential adverse environmental effects of the zone change.

With implementation of the proposed mitigation measures, the EIR did not identify any areas where impacts would result in significant and unavoidable impacts. The project has been conditioned herein to comply with all project design features, mitigation measures and the mitigation monitoring program of environmental impact report, Case No. ENV-2015-4612-EIR (SCH No. 2016021044).

2. Density Bonus/Affordable Housing Incentives Compliance Findings

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

a. **The incentives/waivers 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 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 and do result in identifiable and actual cost reductions, and are required to provide for, affordable housing costs because the incentives by their nature increase the scale of the project.

The requested waiver of development standards, which are requests for reduced set back and to allow floor area to be calculated prior to street dedications are not expressed in the Menu of Incentives Per LAMC Section 12.22-A,25(f) and, as such, are subject to the Off-Menu process in LAMC Section 12.22-A,25(g)(3).

The requested incentives and waivers would result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives and waivers 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 incentives and waivers support the applicant's decision to set aside 15 dwelling units for Very-Low Income Households for 55 years.

Requested Incentives/Waivers

Based on the set aside of eight (8) percent of units for Very-Low Income Household units, the applicant is entitled to one incentive under both the Government Code and LAMC. However, pursuant to Government Code Section 65915(e), the Commission is also required to grant a "waiver or reduction of development standards that will have the effect of physically precluding the construction of the density bonus project." Without the below waivers, the existing development standards would preclude development of the proposed density bonus units, incentives and project amenities.

On-Menu Density Calculation Incentive. The project site lot area consists of 72,772 square feet prior to street dedications, which would permit 181 units (72,772 SF / 400 SF). The project includes a 27.5 percent density bonus that permits the 231 units in lieu of 181 units and a density bonus on-menu incentive to calculate floor area based on the lot area prior to street dedications. Allowing the dedicated area to be included in the density calculation increases the number of market rate units allowed on the site and thus contributes to the project's ability to sustain affordable rents.

Off-Menu Side Yard Reduction Waiver. The project proposes to provide a zero-foot size yard along Santa Monica Boulevard (the southern property line) in lieu of the 10 feet otherwise required in zone C2. The reduction of ten feet would physically enable the complete build out of base units and bonus units, and will allow the project the space to provide a mix of studio; one-bedroom; one-bedroom plus den and two-bedroom configurations. The additional space physically enables project amenities such as the construction of ground floor townhomes that will have access to individual private outdoor patios, and second floor units with private balconies.

Off-Menu Floor Area Calculation Waiver. The proposed project requests a zone change resulting in an increase from the maximum permitted Floor Area Ratio (FAR) of 0.5:1 to 3:1. Allowing FAR to be calculated using the total lot area prior to dedication provides additional FAR that accommodates the construction of the 231 multi-family units, the range of one bed, two bed and studio unit configurations, the 15 units that will be set aside for Very Low Income Households and the neighborhood serving commercial uses. Absent a waiver resulting in increased FAR there would be a reduction in the project's ability to provide the range of unit configurations or a reduction in the marketable commercial area that will be providing a commercial resource for on-site residents and others in the neighborhood. The Project would have a total of 218,316 square feet of floor area, with a maximum FAR of 3:1, and a new D Limitation that restricts the Property's maximum FAR to 3:1 in lieu of a 6:1 FAR otherwise permitted in Height District two (2).

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 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 project meets the eligibility criterion that is required for projects requesting on-menu incentives in that the project : i) provides facade articulation; ii) provides street orientation; iii) also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or a property on the City of Los Angeles list of Historical-Cultural Monuments; and iv) is not located on a substandard street in a Hillside Area of Very High fire Hazard Severity Zone. The comments on record do not identify any written objective health or safety standards that are exceeded or violated. Nor does the record provide any evidence that significant, quantifiable, direct and unavoidable impacts will occur. Finally, pursuant to the CEQA clearance prepared for the project, substantial evidence supports that the project will not result in a significant impact to health or safety caused by physical impacts on the environment from the project. Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact on public health and safety.

3. Conditional Use Findings

BASIS FOR CONDITIONAL USE PERMITS

A particular type of development is subject to the conditional use process because it has been determined that such use of property should not be permitted by right in a particular zone. All uses requiring a conditional use permit from the Zoning Administrator are located within Section 12.24-W of the Los Angeles Municipal Code. In order for the sale of a full line of alcoholic beverages for on-and off-site consumption to be authorized, certain designated findings have to be made. In these cases, there are additional findings in lieu of the standard findings for most other conditional use categories.

FINDINGS

Following (highlighted) is a delineation of the findings and the application of the relevant facts to same:

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 applicant requested the approval of a Master Conditional Use to permit the on-site sale of a full line of alcoholic beverages within up to three establishments. At this time, the applicant has not identified any tenants. However, of the 15,000 square feet of commercial space, 5,000 square feet will include uses that will sell alcoholic beverages for on-site consumption. Each individual establishment is required to file an application with the Department of City Planning for and obtain an Approval of Plans, as conditioned by this grant.

The mixed-use project will include up to a 5,000 square-foot high-turnover restaurant and up to 10,000 square feet of general retail which will encourage residents and employees to remain on-site to meet their retail and dinning needs. In addition, the project is located in an urban area where nearby residents and employees that are within walking distance will be able to take advantage of the neighborhood services included in the project.

The availability of alcoholic beverages in conjunction with the project's alcohol serving establishments is a customary and incidental component of this use. For example, restaurant patrons expect the ability to order alcoholic beverages in conjunction with food service. In addition, the ability to offer alcoholic beverages to patrons is essential in attracting top quality dining establishments to the project. The restaurant uses will serve as an attraction for visitors and neighbors in the area and will reduce the need for local residents to travel to other areas for dining experiences.

The Master Conditional Use permit provides an umbrella entitlement with conditions that apply to all establishments within the project. Specific physical and operational conditions will be included as part of the Approval of Plans determination required for each establishment pursuant to the Master Conditional Use permit provisions. The proposed alcohol serving establishment, in conjunction with the imposition of operational conditions as part of the Approval of Plans, will provide a service that is essential or 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 proposed project is a mixed-use development including 231 residential dwelling units and 15,000 square feet of commercial uses, on a 1.57-acre site (72,772 square feet). The proposed restaurant use would comprise 5,000 square feet of the 15,000 total square feet of commercial uses. The commercial/restaurant spaces will be accessible from Santa Monica Boulevard, Mansfield Avenue, and from Orange Drive.

The restaurant uses will serve a full line of alcoholic beverages incidental to food service, providing a place for residents and visitors to eat, drink, socialize and shop. The sale of alcoholic beverages is a normal part of restaurant operations and is an expected amenity.

The land uses within the general vicinity of the project site are characterized by a mix of low- to high-intensity manufacturing, commercial, and residential uses. To the north in the R3-1XL and RD1.5-1XL zones, properties are developed with multi-family residential buildings. To the south in the MR1-1 Zone, properties are developed with manufacturing and warehouse buildings. To the west in the C2-1D and R3-1XL zones, properties are developed with retail, studio, and multi-family residential buildings. To the east in the C2-1D, R3-1XL and M1-1VL-SN zones, properties are developed with studio, storage, office, restaurant, and multi-family residential buildings. Similar nearby restaurant uses offer this service (e.g., Shakey's Pizza located at 7001 Santa Monica Boulevard, Soregashi located at 6775 Santa Monica Boulevard, NextDoor Lounge located at 1154 North Highland Avenue, La Carmencita Oracular Kitchen located at 1156 North Highland Avenue, and several commercial uses in the West Hollywood Gateway Center including Crazy Rock'N Sushi Sake and Wine Bar and Bevmo) and such uses would expand the choices available for residents and employees of, and visitors to, the area. Moreover, the alcohol sales will be incidental to the food service provided by the project, and will not be detrimental to the surrounding area.

Alcoholic beverages for on-site consumption would be dispensed in a carefully controlled environment, as would the sale of alcoholic beverages for off-site consumption with relation to the proposed grocery store. In addition, each individual establishment will need to file for a Plan Approval with the Los Angeles Department of City Planning. Security plans, floor plans, seating limitations and other specific conditions will be evaluated through the Plan Approval process to ensure that the character of development in the surrounding neighborhoods is not adversely impacted.

Approval of the Master Conditional Use Permit will result in a positive addition to the community by adding sit-down restaurants and on-site retail in an established commercial corridor, which already includes many compatible uses and establishments, and provides accessibility to such desirable services for the surrounding single- and multi-family neighborhoods, residents of the proposed mixed-use project, and to employees working within the project's 15,000 square feet of commercial space. Thus, the project's location, size, height and 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 specific plan**.

The Land Use Element of the City's General Plan divides the City into 35 Community Plans. The project is located within the Hollywood Community Plan area. With approval of the initiated General Plan Amendment and Vesting Zone Change, the project site will be designated for General Commercial land uses, corresponding to the C1, C2, P, and RAS3, RAS4 zones. This commercial zoning designation allows for a range of residential and commercial uses, which permits the sale of alcoholic beverages with the approval of a Conditional Use Permit. The project is not located within a specific plan area.

While the Hollywood Community Plan does not contain specific provisions related to alcohol sales, the proposed on- and off-site alcohol sales would be consistent with the Hollywood Community Plan Objective 1, "To further the development of Hollywood as a major center of population, employment, retail services, and entertainment." The proposed project is a mixed-use development that provides restaurant and retail services as well as housing, and would be located along an established commercial corridor that currently offers similar and compatible services. The approval of the requested Master Conditional

Use Permit would thus further Hollywood's role as a major population, employment and entertainment center. The proposed alcohol uses are incidental to a restaurant use in which such uses are a common and expected amenity by patrons. Therefore, the project substantially conforms with the purposes, intent and provisions of the General Plan and the Hollywood Community Plan.

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

The project site is located within an areas which is designated for and developed with commercial uses. The proposed project will redevelop an underutilized site that is located along a commercial corridor containing similar uses. The proposed restaurant will offer a full line of alcoholic beverages for on-site consumption. The proposed use will enhance the welfare of the surrounding community by providing additional restaurant, dining and entertainment amenities, as well as job opportunities for area residents, by providing additional customers for local businesses, and by improving area aesthetics and security by adding ground floor commercial uses along a major commercial corridors and creating additional security and pedestrian presence on the street.

As a part of the Approval of Plans process, each individual venue will have additional conditions imposed and tailored towards the specific use. Such imposition of conditions will make the use a more compatible and accountable neighbor to the surrounding uses. Conditions are intended to integrate the use into the community as well as protect community members from potential adverse impacts associated with alcohol sales. Additional conditions have been 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 conditions imposed will maintain the order 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.

b. **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 one thousand 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 Beverages Control licensing 2017 calculations, three (3) on-site and two (2) off-site license are allocated to the subject Census Tract No. 1919.01 which had a population of 3,355 as of 2010. There are currently seven (7) active on-site licenses, and four (4) active off-site license within the subject Census Tract. None of these existing licenses have a record of code violations or disciplinary action. Over-concentration 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 license benefits the public welfare and convenience. Although the census tract is numerically over-concentrated, the project will not adversely affect community welfare. The project is located in a

commercially-zoned site that permits restaurant and retail uses. The sale and dispensing of alcohol is a common and expected amenity incidental to such uses. Further, the proposed mixed-use development is located within a commercially active area with other similar retail, and restaurant uses in the project site vicinity (e.g., along Santa Monica Boulevard and Highland Avenue). The project proposes to add additional desirable uses in this commercial thoroughfare in close proximity to existing compatible uses and the West Hollywood Gateway Center in the City of West Hollywood.

Statistics from the Los Angeles Police Department's Vice Unit reveal that in Crime Reporting District No. 665, which has jurisdiction over the subject property, a total of 72 crimes were reported in the year 2017, compared to the citywide average of 176 crimes and the high crime reporting district average of 211 crimes (120% of the citywide average) for the same period. Crimes reported by the LAPD include Liquor Laws zero (0), Drunkenness one (1), and Driving Under Influence zero (0). Further the specific details of each establishment will be reviewed pursuant to a Plan Approval and to ensure the project will not create detrimental impacts in the surrounding area, each establishment will be subject to the specific alcohol and conditions imposed on this project as conditions of approval. This will allow for a comprehensive review of each request with input from each prospective tenant, the LAPD and the LAFD. Security plans, floor plans, seating limitations and other recommended conditions, as well as the mode and character of operation, will be addressed through site-specific conditions. This extra protection will ensure that no adverse impacts could result due to alcohol sales and consumption.

Thus, the granting of the application will not result in an undue concentration of premises for the sale and dispensing of alcoholic beverages, in the area of the City involved.

c. **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 project site is located in Hollywood, a center of residential, commercial, and entertainment uses for the City, and the metropolitan area as a whole. The area is intended to serve as the focal point for regional commerce, identity, and activity. Given the diversity of uses permitted and encouraged, a variety of land uses which include residential as well as institutional and other uses which serve alcoholic beverages are to be expected. The following sensitive uses are located within a 1,000-foot radius of the site:

- Multi-Family Residential Uses
- Single-Family Residential Uses

Consideration has been given to the distance of the subject establishment from the above-referenced sensitive uses. The surrounding neighborhood has been and continues to be a commercial neighborhood with a mixture of office, commercial, restaurant, and residential uses. The grant has been well conditioned, which should protect the health, safety and welfare of the surrounding neighbors. The project will not detrimentally affect the sensitive uses, neighboring residential, and commercial properties or other sensitive uses in the area because the sale of alcoholic beverages in the establishment will be in a controlled environment where the property owner retains responsibility for strict oversight due to the Master Conditional Use Permit. Therefore as conditioned, the project will not detrimentally affect residentially zoned properties or any other sensitive uses in the area.

4. Waiver of Dedication and Improvement Findings:

Pursuant to LAMC Section 12.37-I, I have reviewed the requested modified right-of-way requirements for the subject development and hereby deny of such modifications, based on following finding and supported by substantial evidence in the record that:

a. **The dedication or improvement does bear a reasonable relationship to any project impact.**

The project site is a 72,772 square-foot site bounded by Santa Monica Boulevard to the south, Orange Drive to the west and Mansfield Avenue to the east. The site is developed with an existing 54,661 square-foot office and automobile storage buildings with associated surface parking with vehicular access from both Orange Drive and Mansfield Avenue.

The Bureau of Engineering (BOE) is requiring that a 12-foot wide strip of land be dedicated along Santa Monica Boulevard adjoining the subdivision to complete a 52-foot wide half right-of-way dedication in accordance with Modified Avenue I Standards of Mobility Plan 2035. Additionally, BOE is requiring that a 20-foot radius property line returns or 15-foot by 15-foot cut corners be dedicated at street intersections with Orange Drive, and with Mansfield Avenue, adjoining the tract.

The applicant is agreeable to providing the 12-foot dedication to complete the required 52-foot right-of-way along Santa Monica Boulevard but seeks a waiver from the construction of physical street improvements (roadway widening). If the waiver is granted, the 52 foot right-of-way would be comprised of a 28-foot roadway and 24-foot sidewalk until such time in the future if the City decides to widen Santa Monica Boulevard. The applicant has stated that that the improvement of Santa Monica Boulevard to create an additional nine feet of roadway (28 feet to 37 feet wide) is physically impractical because such improvement would not create additional roadway capacity due to the existing right-of-way constraints. The project site is located with frontage along Santa Monica Boulevard which is designated as a Modified Avenue 1. The project site is located in a portion of Santa Monica Boulevard that is transitioning from office and light industrial uses to commercial/mixed-use development. The existing dimensions fronting the project site, along Santa Monica Boulevard, include an 80-foot right-of-way (40 foot ½ right-of-way) improved with a 28-foot roadway with 12-foot sidewalk.

As stated in the Mobility Plan 2035, “In a majority of instances, today’s arterial streets have not yet been expanded to reflect the full dimension envisioned by the current designation, as physical changes to the roadway are not made until adjacent parcels are redeveloped.” Thus, by waiving the 12-foot dedication requirements along Santa Monica Boulevard, the project would be inconsistent with the roadway width of the Modified Avenue 1.

The dedication requirement along Santa Monica Boulevard will create a nine (9) foot bump out between Orange Drive and Mansfield Avenue which will serve as a precedent for future redevelopment projects that front Santa Monica Boulevard. The Department of City Planning took into account all information obtained at the Hearing Officer Hearing, the recommendations of the different Advisory Agency committees and from the Council District, as well as information submitted by the applicant and determined that BOE’s dedication and improvement conditions as stated in this determination are consistent with the Mobility Plan 2035.

Therefore, as conditioned herein, the applicant will comply with the dedication and improvement requirements identified by BOE

5. Site Plan Review Findings

a. **The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and does not conflict with any applicable regulations, standards, and any applicable specific plan.**

The project includes the construction of a mixed-use development consisting of a 27.5% Density Bonus to permit 231 multi-family residential units, including 15 units for Very Low Income Households eight (8) percent of permitted base density. The project also includes 15,000 square feet of neighborhood-serving ground-floor commercial uses (including up to a 5,000 square-foot high-turnover restaurant and up to 10,000 square feet of general retail), and 390 vehicle parking spaces within two subterranean, one at grade and one above grade level of parking.

The project will vary in height from 23 feet to 80 feet, 4 inches, and will have a total build-out of approximately 218,316 square feet. The project site is located within the Hollywood Community Plan area.

The mixed-use project is consistent with several objectives of the Hollywood Community Plan. The plan text includes the following relevant residential and commercial land use objectives:

Objective 1: *To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry."*

Objective 2: *To designate lands at appropriate locations for various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.*

Objective 3: *To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice. To encourage the preservation and enhancement of the varied and distinctive residential character of the Community, and to protect lower density housing form the scattered intrusion of apartments.*

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.*

The mixed-use project replaces the existing office and automobile storage buildings (totaling 54,661 square feet) with a mixed-use building that will be in close proximity to several public transit options. The project provides additional rental housing and jobs to the Hollywood Community Plan area, including up to a 5,000 square-foot high-turnover

restaurant and up to 10,000 square feet of general retail and a publically accessible landscaped sidewalk that support this area of Central Los Angeles as a vibrant commercial center for population growth, employment and retail services adjacent to transit.

With adoption of the General Plan Amendment to change the land use designation of the project site to General Commercial with a "D" Development Limitation to restrict the floor area ratio to 3:1, the project will be consistent with the applicable objectives and policies set forth in the Hollywood Community Plan. Based on the above analysis, the project is in substantial conformance with the purposes, intent and provisions of the General Plan.

Development of the proposed mixed-use building will exceed the existing density of surrounding properties but it would be generally compatible with the character of the highly urbanized and built-out nature of the project vicinity. The project will follow the existing land use pattern in the vicinity, which includes higher intensity uses on commercial parcels along Santa Monica Boulevard with lower density residential areas to the north and south.

The proposed project is consistent with the following objectives of the Hollywood Community Plan:

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

The proposed project helps to achieve Objective 1 by providing 231 residential dwelling units and 15,000 square feet of ground-floor neighborhood-serving commercial uses, including up to a 5,000 square-foot-high-turnover restaurant and up to 10,000 square feet of general retail, which would create employment opportunities. As a mixed-use development with housing and a substantial retail component, the project would help achieve Objective 1 and would further development of Hollywood, and in particular the portion of Santa Monica Boulevard that is transitioning from office and light industrial uses to commercial/mixed-use development, 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.*

With its inclusion of 15 Very Low Income dwelling units, the proposed project helps achieve Objective 3 by creating new housing for a range of economic segments. In addition, the project allows for individual choice in housing by providing a range of unit types such as studio; one-bedroom; one-bedroom plus den and two-bedroom configurations. The provision of affordable housing and the range of unit types is made possible by the requested density bonus. By providing a range of housing opportunities, the project accommodates an adequate supply of housing units by type and cost, and is accessible to the City's diverse housing sizes.

Therefore, the mixed-use project is consistent with the objectives of the Hollywood Community Plan.

Finally, the proposed project helps achieve several objective and policies of the 2013-2021 Housing Element of the General Plan, the City's blueprint for meeting the housing and growth needs. The objectives and policies relevant to this project include:

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 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

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

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.

The proposed project contributes to the advancement of the Objectives, Purposes and Policies set forth in the General Plan, including the Hollywood Community Plan and the Housing Element by accommodating the growing demand for mixed-use housing near established activity centers and near transit, as well as providing diverse housing options for a range of income levels. Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan, the Hollywood Community Plan and does not conflict with any applicable regulations or standards.

Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.

The project would incorporate features to support and promote environmental sustainability, including "green" principles that comply with the City of Los Angeles Green Building Code. In so doing, the new buildings would achieve LEED Silver status and be consistent with Objective 2.3.

Overall, the new mixed-use project, located along a commercial corridor in proximity to existing services and public transit will in substantial conformance with the aforementioned plans governing the project site.

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

The surrounding area is highly urbanized and land uses within the general vicinity of the project site are characterized by a mix of low- to high-intensity manufacturing, commercial, and residential uses. To the north in the R3-1XL and RD1.5-1XL zones, properties are developed with multi-family residential buildings. To the south in the MR1-1 zone, properties are developed with manufacturing and warehouse buildings. To the west in the C2-1D and R3-1XL zones, properties are developed with retail, studio, commercial, and multi-family residential buildings. To the east in the C2-1D, R3-1XL and M1-1VL-SN zones, properties are developed with studio, storage, office, restaurant, and multi-family residential buildings.

Existing buildings include a four story office building to the immediate east across Mansfield Avenue; single-story manufacturing and warehouse buildings to the south across Santa Monica Boulevard; a single-story high-turnover Shakey's restaurant and associated surface parking lot to the west across Orange Drive; and a single-story duplex and surface parking lot abutting the property line to the north.

The following project elements are incorporated into the project design in a manner that is compatible with both existing and future development in the surrounding area:

Building Design. The project is designed in a contemporary architectural style that includes 231 multi-family units, including 15 units that will be restricted for Very Low-Income Households, up to 15,000 square feet of ground-floor neighborhood-serving commercial uses, 390 vehicle parking spaces within two subterranean and two above ground levels of parking.

The project is stepped to create a transition to surrounding uses and to create vertical articulation. The massing and scale of the building would be reduced through a series of gradual steps at the northern portion of the project site. To reinforce the residential scale of the secondary streets, the project will locate four townhomes at the ground floor of the northerly portion of the site, six one-bedroom ground floor units with access directly from Orange Drive, and one townhome and one one-bedroom unit with access directly from Mansfield Avenue. Materials for the building include frosted glass, fine sand finish stucco, and board-form concrete.

Horizontal articulation is used to differentiate ground floor retail uses from the residential units. Materials at the ground floor include an aluminum frame storefront system for the retail uses; painted steel canopies with board-form concrete around the aluminum storefront system.

Building Orientation/Frontage. The project site is relatively flat and is bounded by Santa Monica Boulevard to the south, Orange Drive to the west and Mansfield Avenue to the east. A majority of the pedestrian activity will be oriented on the longest façade of the project along Santa Monica Boulevard (291 feet 2 inches) with the restaurant and retail entrances, including outdoor dining, located along Santa Monica Boulevard and Mansfield Avenue, and directly accessible from the public sidewalk.

The buildings integrate a pedestrian scale at ground level by incorporation of a variety of materials, canopies and landscaping appropriate to the project site, thereby minimizing the effects of building mass in relation to street frontage. Architectural features such as recessed storefront glazing, tenant signage, and pedestrian-scaled lighting also help to create a pedestrian oriented building frontage. The project includes improvements to all sidewalks around the perimeter of the project site. Sidewalk widths around the perimeter of the project are as follows:

- Santa Monica Boulevard, between Mansfield Avenue and Orange Drive variable width from eight feet (8) to 12 feet
- Orange Drive north of Santa Monica Boulevard to the property line variable width from eight feet (8) to 12 feet
- Mansfield Avenue north of Santa Monica Boulevard to the property line variable width from eight feet (8) to 12 feet

All sidewalks include planting of new street trees and parkways, and installation of new streetlights, and bicycle racks. Street tree types include Wilson Fruitless Olive trees and Jacaranda trees within parkways featuring ornamental shrubs and grasses.

Height/Bulk. The mixed-use structure would be variable in height, with a maximum height of 80 feet 4 inches to the top of the parapet along Santa Monica Boulevard. Along the rear of the façade, the building would step down twice as the structure approaches the existing residential uses to the north, first to a height of approximately 54 feet and then further to approximately 23 feet. In addition, the project also provides three separate ten-foot side yard setbacks to the north and a landscape buffer, consisting of trees and shrubs that will be planted along the site's northern property line and will help to screen and create space between the project site and adjacent residential uses.

Setbacks. The C2 Zone does not require a project to have a front yard setback and as such, the project will not be setback from the Orange Drive or Mansfield Avenue frontages. However, the ground floor retail on Santa Monica Boulevard wraps onto Orange Drive and onto Mansfield Avenue and will contain outdoor dining areas. In addition, the project includes ground floor apartment units along Orange Drive and along Mansfield Avenue that have direct access from the street in addition to private landscape areas. Both the outdoor dining areas and private landscaping provide a buffer between the building and the sidewalk. The project will provide a 10-foot side yard setback at the northerly property line that will provide a buffer between the new development and the existing multi-family dwellings to the north. The project is utilizing a development waiver to allow a zero-foot setback along Santa Monica in lieu of the 10 feet otherwise required. Projects that are located along commercial corridors are commonly improved up to the property line to encourage a pedestrian-friendly environment and to maintain a consistent street wall for commercial uses. Therefore, while the project is observing a reduced side yard setback along Santa Monica Boulevard, the project provides an appropriate transition from the commercially zoned properties to the south to the residentially zoned properties to the north of the project site.

Off-Street Parking and Driveways. The project includes 390 vehicle parking spaces within two subterranean, one at grade and one above grade level of parking. Vehicular access to the subterranean parking structure is from two driveways, accessible from Mansfield Avenue and Orange Drive.

The driveway location accessible from Mansfield Avenue is situated immediately north of the retail uses; the driveway location accessible from Orange Drive is located north of the residential lobby and leasing office. The driveway locations ensure that there is no interference with the driver and pedestrian visibility and safety. In addition, the project provides 23 short term and 231 long term bicycle parking spaces located throughout the project site.

Building Signage and Lighting. Lighting for the project during construction and operation will comply with all LAMC regulations. The project is required to comply with PDF B.3-2, which states that outdoor light sources must be shielded and/or aimed so that no light sources can be seen from adjacent residential properties, the public right-of-way, nor from the above.

All lighting will be designed to limit off-site light intrusion and dark-sky light pollution. Low-Level pedestrian lighting in the ground floor landscaped sidewalk and surrounding sidewalks will be provided. Specialty lighting, such as street tree lighting, strip lighting, movable planter lighting, and wall insert lighting will be provided. Lighting at commercial

storefronts will be provided with a combination of lighting integrated into the canopy and wall sconces at the pedestrian level. Accent up-lighting on architectural walls and landscape lighting will be provided at street trees and back-of-curb parkway planting along commercial storefronts. Residential balconies on the upper floors will be provided with exterior low-level lighting and will be directed inward or equipped with baffles to prevent off-site light pollution. Podium level patios and garden common areas will have similar lighting strategies as the ground level common areas. Street lighting, in coordination with LADOT, will comply with all City standards. Signage would include project identity signage, building and commercial tenant signage, and general ground-floor and wayfinding pedestrian signage. Wayfinding signs would be located at parking garage entrances and pedestrian entrances. All signage would comply with LAMC regulations. Custom wall-mounted signage featuring a tenant logo maybe by provided, but no "box" signage will be allowed.

Open Space and On-Site Landscaping. Pursuant to LAMC requirements, the project is required to provide 25,850 square feet of open space, however a total of 31,869 square feet of open space areas will be provided, exceeding the minimum open space requirements by 6,019 square feet. The ground floor landscape areas, including a landscaped sidewalk that will be accessible to the public and designed with various trees, shrubs, and perennials. The ground floor townhomes will have access to individual private outdoor patios, while the multi-family units located on the second floor and above will have access to individual private balconies. The 3rd floor will include a 9,111 square-foot main courtyard and a 10,393 square-foot north courtyard providing residents with open space dedicated to a variety of uses. The main courtyard will consist of a pool, spa, barbeque area, and lounge, while the north courtyard will include a dog run, bocce court, sunning area, game area, barbeque area and a fire pit. Additionally, a 2,150 square-foot deck area with seating will be located the 6th floor

Pursuant to LAMC requirements, 25 percent (5,416 square feet) of the common open space, including the landscaped sidewalk will be common open space. At least 64, 24-inch box trees will be planted throughout the property, including tree wells in the parkways along the project site perimeter.

Trash Collection. The trash area is located within an enclosed trash room within the above grade level of parking, and not visible to the public.

Loading Areas. The loading area for the project is integrated into the building and will be located in the above grade level of parking. Service vehicles will be permitted to enter from Orange Drive and Mansfield Avenue.

The project consists of a mixed-use building, off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that are compatible with existing and future planned development on adjacent and neighboring properties.

The project adds to the variety of mixed-use buildings in the vicinity of the project site. The mixed-use residential and commercial development replaces an underutilized site developed with office and automobile storage buildings (totaling 54,661 square feet). The project enhances the existing urban mix of uses in the neighborhood by providing much-needed housing and 15,000 square feet of neighborhood-serving ground-floor commercial uses to meet the needs of the residential and employee population in the area.

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

As previously mentioned, the project includes 31,869 square feet of open space. The ground floor townhomes will have access to individual private outdoor patios, while the multi-family units located on the second floor and above will have access to individual private balconies. The 3rd floor will include a 9,111 square-foot main courtyard and a 10,393 square-foot north courtyard providing residents with open space dedicated to a variety of uses. The main courtyard will consist of a pool, spa, barbeque area, and lounge, while the north courtyard will include a dog run, bocce court, sunning area, game area, barbeque area and a fire pit. Additionally, a 2,150 square-foot deck area with seating will be located the 6th floor

In addition, the Draft EIR prepared for the project found that with implementation of regulatory requirements, such as the payment of Quimby Fees, impacts to local parks and recreation facilities will be less than significant. Therefore, it is determined that the project provides sufficient recreational and service amenities to serve residents without creating negative impacts on neighboring properties.

Further, as conditioned, the Project will provide five percent (5%) of the total automobile parking spaces and all parking spaces in excess of the code requirement, with immediate installation of electric vehicle (EV) charging stations. The condition requiring EV ready parking spaces (installed with chargers) will support the adoption of low and zero emission transportation fuel sources by the Project's visitors, residents and employees. This condition provides for the public welfare and public necessity by reducing the level of pollution of greenhouse gas emissions to the benefit of the neighborhood, and City in response to General Plan Health and Wellness Element Policies 5.1 (reduce air pollution), 5.7 (reduce greenhouse gas emissions); Air Quality Element policy 4.2.3 (ensuring new development is compatible with alternative fuel vehicles), 5.1.2 (shift to non-polluting sources of energy in buildings and operations); and Mobility Element Policy 4.1 (expand access to transportation choices). The EV condition is also good zoning practice because it provides a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on site for other functions. This condition allows the Project to improve the health, wellness, air and mobility of the patients, visitors, employees and neighborhood, but within the context of the Project's proposed density, uses, and features.

6. California Environmental Quality Act (CEQA) Findings

I. INTRODUCTION

The Environmental Impact Report (EIR), consisting of the Draft EIR and the Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the project at 6901 Santa Monica Boulevard, consisting of a mixed-use building, including seven stories of residential multi-family units (231 total units) and 15,000 square feet of ground-floor neighborhood-serving commercial uses (including up to a 5,000-square-foot high-turnover restaurant and up to 10,000 square feet of general retail), and 390 vehicle parking spaces within two levels of subterranean, one at-grade level, and one above-grade level of parking (project) on a 1.67-acre site (site or project site).

II. ENVIRONMENTAL DOCUMENTATION BACKGROUND

The project was reviewed by the Los Angeles Department of City Planning, Environmental Analysis Section (serving as Lead Agency) in accordance with the requirements of the CEQA. The City prepared an Initial Study in accordance with Section 15063(a) of the State CEQA Guidelines. Pursuant to the provisions of Section 15082 of the State CEQA Guidelines, the City then circulated a Notice of Preparation (NOP) to State, regional and local agencies, and members of the public for a 30-day period commencing on February 11, 2016. The purpose of the NOP was to formally inform the public that the City was preparing a Draft EIR for the project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR.

Written comment letters responding to the NOP were submitted to the City by public agencies and interested organizations. Comment letters were received from various public agencies. Also, written comments were provided by interested organizations and/or individuals via mail, e-mail or submittal at the NOP scoping meeting. The NOP, Initial Study, and Scoping Comments are included in Appendix A, B, and C respectively, of the Draft EIR.

The Draft EIR evaluated in detail the potential effects of the project. It also analyzed the effects of a reasonable range of four alternatives to the project, including a "No Project" alternative. The Draft EIR for the project (State Clearinghouse No. 2016021044), incorporated herein by reference in full, was prepared pursuant to CEQA and State, Agency, and City CEQA Guidelines (Pub. Resources Code § 21000, et seq.; 14 Cal. Code Regs. §15000, et seq.; City of Los Angeles Environmental Quality Act Guidelines). The Draft EIR was circulated for a 45 -day public comment period beginning on March 2, 2017, and ending on April 17, 2017. Copies of the written comments received are provided in the Final EIR. Pursuant to Section 15088 of the CEQA Guidelines, the City, as Lead Agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Section III of the Final EIR.

The City published a Final EIR for the project on November 2, 2017, which is hereby incorporated by reference in full. The Final EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding objectives and components of the project. The Final EIR addresses the environmental effects associated with implementation of the project, identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts, and includes written responses to all comments received on the Draft EIR during the public review period. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the Final EIR pursuant to CEQA Guidelines Section 15088(b). In addition, all individuals that commented on the Draft EIR also received a copy of the Final EIR. The Final EIR was also made available for review on the City's website. Hard copies of the Final EIR were also made available at four libraries and the City Department of Planning. Notices regarding availability of the Final EIR were sent to those within a 500-foot radius of the project site, as well as individuals who commented on the Draft EIR, attended the NOP scoping meeting, provided comments during the NOP comment period, or requested notice.

A duly noticed public hearing for the project was held by the Deputy Advisory Agency and the Hearing Officer on behalf of the City Planning Commission on November 15, 2017. The City Planning Commission will consider the project at a later date.

The documents and other materials that constitute the record of proceedings on which the City's CEQA findings are based are located at the Department of City Planning,

Environmental Review Section, 200 North Main Street, Room 750, Los Angeles, California 90012. This information is provided in compliance with CEQA Section 21081.6(a)(2).

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

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

A. The first possible finding is that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (Guidelines Section 15091 (a)(1)); and

B. The second possible finding is that "[s]uch 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." (Guidelines Section 15091(a)(2)); and

C. The third possible finding is that "[s]pecific 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." (Guidelines, Section 15091(a)(3)).

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the project as fully set forth therein. Section 15091 of the CEQA Guidelines requires findings to address environmental impacts that an EIR identifies as "significant." For each of the significant impacts associated with the project, either before or after mitigation, the following information is provided:

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

2. Project Design Features – Reference to the identified Project Design Features that are a part of the project (numbering of the features corresponds to the numbering in the Draft EIR);

3. Mitigation Measures – Reference to the identified mitigation measures or actions that are required as part of the project (numbering of the mitigation measures correspond to the Mitigation Monitoring Program, which is included as Section V of the Final EIR);

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

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

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

IV. DESCRIPTION OF THE PROJECT

The project applicant proposes to demolish the existing office and automobile storage buildings used for a towing business on the site and construct a seven-story mixed-use building containing up to 231 multi-family dwelling units and 15,000 square feet of ground-floor, neighborhood-serving commercial uses. At least 15 of the residential units, or eight percent of base density under the R4 zoning designation (which corresponds with the C2 Zone), would be set aside as affordable housing for Very Low-Income residents. The project will locate much-needed market-rate and affordable rental housing in close proximity to transit and jobs; to provide a clear delineation between walkable, higher intensity development along the northern portion of Santa Monica Boulevard and industrially-zoned land south of the Property; to provide a transitional "gateway" from lower-density residential properties approaching Lexington Avenue; and to enhance the streetscape and pedestrian activity on Santa Monica Boulevard by replacing underutilized automobile storage buildings with an attractive and pedestrian-oriented mixed-use project. The project would include 390 vehicle parking spaces within two subterranean and two above grade levels of parking and 270 bicycle parking spaces. Upon completion, the floor area ratio (FAR) would be 3:1.

The project is a variable height, mixed-use development with a maximum height of 80 feet 4 inches to the top of the parapet and 74 feet 10 inches to the top the roof. Building height is stepped down twice near the existing residential uses to the north. Height is first reduced to approximately 54 feet, then further reduced to approximately 23 feet closest to the existing residential uses. Project construction is expected to take approximately 18 months. It is expected that approximately 78,000 cubic yards of excavated soil would be exported from the site.

The project would incorporate features to support and promote environmental sustainability, including "green" principles that comply with the City of Los Angeles Green Building Code. In so doing, the new buildings would achieve LEED Silver status.

An additional General Plan Amendment is requested for an Add Area so that additional parcels would be changed from the Highway Oriented Commercial land use designation to the General Commercial land use designation consistent with the City's more recent plans and policies that encourage multi-modal land uses. This land use designation change would not permit an increase in the density or intensity of uses on the Add Area properties.

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

The City Planning Department prepared an Initial Study dated February 11, 2016. The Initial Study is located in Appendix A of the Draft EIR. The Initial Study found the following environmental impacts not to be significant or less than significant:

I. Aesthetics

a. Scenic Vista
b. Scenic Resources

II. Agricultural and Forest Resources

a. Farmland
b. Existing Zoning for Agricultural Use
c. Forest Land or Timberland Zoning
d. Loss or Conversion of Forest Land
e. Other Changes in the Existing Environment

III. Air Quality

e. Objectionable Odors

IV. Biological Resources

b. Riparian Habitat and Wetlands
c. Wetlands
d. Movement of any Resident or Migratory Species
e. Local Preservation Policies
f. Habitat Conservation Plans

V. Cultural Resources

a. Historical Resources

VI. Geological Resources

a(iv). Landslides
e. Septic Tanks

VIII. Hazards and Hazardous Materials

c. Hazardous Emissions or Materials Near a School
e. Airport Land Use Plans
f. Private Airstrips
h. Wildland Fires

IX. Hydrology and Water Quality

a. Water Quality Standards or Discharge Requirements
b. Groundwater Supplies
c. Erosion or Siltation
d. Surface Runoff
e. Stormwater Drainage
f. Degrade Water Quality
g. Mapped 100-Year Flood Hazard Areas
h. 100-Year Flood Hazard
i. Flooding
j. Seiche, Tsunami or Mudflow

X. Land Use and Planning

a. Divide an Established Community
c. Habitat or Natural Community Conservation Plans

XI. Mineral Resources

a. Loss of Known Mineral Resources
b. Loss of Mineral Resources Recovery site

XII. Noise

e. Airport Land Use Plans
f. Private Airstrips

XIII. Population and Housing

b. Displacement of Existing Housing
c. Displacement of Existing Residents

XV. Recreation

b. Construction or Expansion of Recreational Facilities

XVI. Transportation/Traffic

c. Air Traffic Patterns

XVII. Utilities

c. Stormwater Drainage Facilities
g. Compliance with Solid Waste Federal, State, and Local Statues

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

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

1. Aesthetics

Enacted in 2013, SB 743 adds Public Resources Code Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." As set forth in the Draft EIR, the project is a mixed-use project on an infill site within a transit priority area. Therefore, the project's aesthetic impacts, pursuant to SB 743 shall not be considered to be significant impacts. CEQA Appendix G, which includes a comprehensive list of environmental topics under CEQA, does not expressly list shade and shadow impacts. The Los Angeles CEQA Thresholds Guide, however, considers shade and shadow impacts to be a type of aesthetic visual character impact. The City has issued Zoning Information File (ZI) No. 2451 and 2452, confirming that SB 743 applies to a project's aesthetic impacts, including shade and shadow impacts. As such, the aesthetic impact analyses contained in the Draft EIR (visual resources and views, light and glare, and shade/shadow) and below are included for informational purposes only.

(A) Visual Character and Compatibility

(i) Construction Impacts

Construction activities at the project site would be mostly visible from the surrounding uses, and are estimated to occur over a period of approximately 18 months. Construction of the project would involve three basic activities: 1) demolition, 2) excavation and grading, and 3) building construction. Construction activity would vary on a weekly basis, depending largely on the number of workers and construction trucks needed for the activities during each time period. In accordance with Project Design Feature B.3-1, temporary fencing would be installed around the project site during construction, to screen as much of the construction activity from view at the street level, and to keep unpermitted persons from entering the construction area, and partially shield views of construction activities and equipment. The project applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials (i.e., graffiti removal) are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period. Though construction activities under the project would be visible from adjacent public and private vantage points, changes to the appearance of the project site would be temporary in nature. As per Zoning Information File (ZI) No. 2451 and SB 743, aesthetic impacts “shall not be considered significant impacts on the environment.” Therefore, no significant aesthetic impacts would occur during construction.

(ii) Operational Impacts

The project would alter the visual character of the project site by replacing an existing 54,661 square feet of automobile service, storage, and leasing businesses, including three main buildings and associated paved parking areas and landscaping with the project.

The surrounding neighborhood has a contextual identity reminiscent of light manufacturing with a strong entertainment industry legacy. The Industrial Loft style concept for the project has been developed to provide a specific connection to the architectural identity and history of the community. The buildings utilize a simple compositional massing along Santa Monica Boulevard, which provides visual variation consistent with the street edge along this corridor. The use of exterior materials has also been carefully selected to reinforce the Industrial Loft concept, including the use of board-form concrete, industrial smooth plaster, rustic metal cladding, and frosted glass railings on the upper levels, and finished with an industrial color palette that are all components of the light manufacturing style.

The relationship between the project and the pedestrian streetscape has been reinforced with corner glass pavilions, which provide a transparent interior-exterior relationship, and a landscaped sidewalk, which in addition to retail shops, would activate the street frontage along Santa Monica Boulevard. The main resident lobby has been situated along the active edge of the project site at Santa Monica Boulevard. In addition, the

architecture and flow of the project has also been designed to integrate the building into the adjacent residential neighborhood. The massing and scale of the building is reduced through a series of gradual steps as the building proceeds to the north. Ground floor residences have also been integrated into the project along both Orange Drive and Mansfield Avenue to create a townhome row, which reinforces the residential scale of these secondary streets.

The maximum height of the project would be 80 feet 4 inches on the southern portion of the site, generally along the Santa Monica Boulevard frontage. The building would step down twice as it approaches the existing residential uses to the north, first to a height of approximately 54 feet and then further to a height of approximately 23 feet to the top of parapet. While the project would increase building heights on the project site by approximately 60 feet when compared to the tallest existing building on the project site, it would not be out of proportion with respect to some of the other structures in the general vicinity, including the approximately 60-foot-tall office building located adjacent to the site on the east and the approximately 50 foot-tall multi-family residential complex is currently located to the west of the project site on Orange Drive. Given the presence of these structures on each side of the project site, development of the project would not introduce a building of unusual height and mass to the location.

The massing of the project would feature varying façade relief, articulation, and windows as compared to the solid concrete exterior of the existing structures on the project site. In addition, the perimeter would include the planting of vegetation and landscaping as further discussed below.

The ground floor would include landscaping around the perimeter of the project site, which would include various trees, shrubs, and perennials. The 3rd floor would include two separate and distinct landscaped areas. One area includes a pool, spa, lounge, and landscaped courtyard area. The second landscaped area includes multiple seating areas, a game area, bocce court, barbeques, and fire pits. Finally, the 6th floor would include a landscaped deck with various seating areas. Neither the existing development on the project site nor the surrounding developments along Santa Monica Boulevard, Mansfield Avenue, and Orange Drive provide comparable amounts of landscaping and open space as would be provided with the project. As such, the proposed landscaping and open space would improve the visual character of the project site and surrounding area, and no adverse impact would occur.

The project would not substantially alter, degrade, or eliminate the existing visual character of the project area, including existing visual resources, or introduce elements that substantially detract from the visual character of the project area. As per Zoning Information File (ZI) No. 2451 and SB 743, aesthetic impacts “shall not be considered significant impacts on the environment.” Therefore, impacts to aesthetics would be less than significant, and no mitigation measures would be required.

(iii) Views

There are no visual resources located on the project site. Offsite visual resources that may be viewed within the same viewshed as the project site from public or private vantage points in the area include the Hollywood Hills to the north of the project site.

The project site and surrounding area are characterized by dense urban development. In the vicinity of the project site, public views of the Hollywood Hills are available looking north along the Orange Drive and Mansfield Avenue roadway corridors. However, due to the terrain and intervening development, such views are intermittent. Similarly, as the viewer moves farther south, views of the Hollywood Hills generally become unavailable. Additionally, while the project would increase building heights on the project site by approximately 60 feet when compared to the tallest existing building on the project site, it would not affect any existing scenic vistas as there are no dominant visual features that would be obstructed by development of the project.

The project would not substantially obstruct an existing view of a valued visual resource. As per Zoning Information File (ZI) No. 2451 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment." Therefore, impacts to views would be less than significant.

(iv) Cumulative Impacts

The geographic context for the analysis of cumulative impacts related to visual character of the surrounding area and its aesthetic image would include the cumulative development projects located within view of the project site. Projects located in such a position that they would not be visible from the project site or to which the project would not be visible will not normally have a potential to combine with the project to create a cumulative impact on visual character. There are 118 cumulative development projects within the general vicinity of the project site. Most of these cumulative projects would not be visible from the project following development due to both distance and intervening structures. The closest cumulative project to the project site is a proposed office building at 936 N. La Brea Avenue. Although this location is not currently visible from the project site due to intervening existing development, it is possible that, following the development of each project, the two buildings could both be visible from certain vantage points within the surrounding area, including from each building. However, as with the project, the cumulative projects are subject to applicable development standards and environmental review. Development of the cumulative projects is expected to occur in accordance with adopted plans and regulations, which would result in individual review of the visual character of each project, to ensure consistency and design standards are compatible with existing land uses. In addition, the cumulative projects would be required to submit a landscape plan to the City for review and approval. Therefore, although development of the project in combination with this cumulative project would result in a general intensification of land uses in an already urbanized area of the City, it would not combine with the project to generate a significant cumulative impact with respect to scenic vistas, views, or visual

character. As per Zoning Information File (ZI) No. 2451 and 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment." Therefore, project impacts associated with visual character and views would not be cumulatively considerable, and cumulative impacts associated with visual character and views would be less than significant.

B. Light and Glare

(i) Construction Impacts

Lighting needed during project construction has the potential to generate light spillover to offsite sensitive land uses in the project vicinity, including the residential uses directly north of the project site. However, construction activities would occur in accordance with the provisions of LAMC Section 41.40, which limits the hours of construction to between 7:00 A.M. and 9:00 P.M. on weekdays and between 8:00 A.M. and 6:00 P.M. on Saturdays, with no construction permitted on Sundays. Therefore, construction would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur during evening hours. Furthermore, construction-related illumination would be used for safety and security purposes only, and would be shielded and/or aimed so that no direct beam illumination is provided outside of the project site boundary. Therefore, light resulting from construction activities would not significantly impact offsite sensitive uses, substantially alter the character of offsite areas surrounding the construction area, or interfere with the performance of an offsite activity.

With compliance with regulatory requirements, light and glare associated with project construction would not substantially alter the character of offsite areas surrounding the project site or interfere with the performance of an offsite activity. Impacts from project-related sources of artificial light and glare during construction would be less than significant, and no mitigation measures are required. As per Zoning Information File (ZI) No. 2451 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment."

(ii) Operational Impacts - Light

The project would include lighting designed to highlight architectural elements of the structure. Security lighting would be installed to deter criminal activity on the project site. The project would implement Project Design Feature B.3-2 requiring lights associated with the project to be directed downward or toward the interior of the project site so as not to create impacts to surrounding land uses or motorists traveling on surrounding roadways. All exterior residential lighting would be designed with internal and/or external glare control and would also be designed, arranged, directed, or shielded to contain direct illumination on-site, thereby preventing excessive illumination and light spillover onto adjacent land uses and/or roadways. Tenant signs for the ground-floor retail spaces within the project would be required to conform to LAMC Section 14.4.4B, which prohibits blinking, flashing, or oscillating lights.

Due to its scale in relation to existing development in the project vicinity, light generated from the interior of the proposed building could potentially be seen from substantial distances from the project site. However, the increase in light that would be generated would not be out-of-character with the existing light sources in the urbanized project vicinity. Furthermore, it is anticipated that the light generated from the project would not be bright enough to affect the nearby residences. The residences located northwest of the project site across Orange Drive are not located close enough to experience a substantial amount of light spillover from the project because the street would act as a buffer. Although the adjacent duplex home on Orange Drive would experience some light spillover from the exterior project open space area located next to this residence, the utilization of low-intensity, downward focused light fixtures in compliance with LAMC Section 93.0117 would minimize the amount of additional light at this location. In general, existing street lighting along Orange Drive would continue to represent the dominant nighttime lighting source as perceived from both adjacent residences and the street.

Based on these levels, the ambient light level produced by the proposed high-rise residential tower would be less than the current ambient light level produced by the adjacent high-rise apartments. As per Zoning Information File (ZI) No. 2451 and SB 743, aesthetic impacts “shall not be considered significant impacts on the environment.” Therefore, the project’s impacts with respect to glare during construction will not be significant.

(iii) Operational Impacts - Glare

New building windows and façades that could reflect sunlight and cause offsite glare impacts would be developed at the project site. As required by Project Design Feature B.3-4, glass used in building facades shall minimize glare. Additionally, Project Design Feature B.3-2 requires all balcony railings within the project to utilize frosted glass to reduce the potential for glare. Nighttime glare will be minimized by compliance with Project Design Feature B.3-1, which requires all outdoor lighting would 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. The Project Design Features will ensure that the project will not result in glare levels that are excessive or otherwise out of character with the urbanized project area. As per Zoning Information File (ZI) No. 2451 and SB 743, aesthetic impacts “shall not be considered significant impacts on the environment.” Therefore, the project’s impacts with respect to glare during operations will not be significant.

(iv) Cumulative Impacts

Of the 118 cumulative projects that have been identified as proposed within the project study area, none are located closer than four city blocks from the project site. Therefore, none of these individual projects would combine with the project to generate a cumulative effect with respect to specific light and/or glare impacts on nearby sensitive land uses.

The project in combination with the cumulative projects would result in an intensification of land uses in an already urbanized area of the City that

currently maintains an elevated level of ambient light and glare. Due to its scale in relation to existing development in the area, light generated from the interior of the project could potentially be seen from more distant areas around the project site. As such, the project and cumulative projects would contribute to ambient light levels within the surrounding area. However, the site is located in a heavily urbanized area, and the presence of additional nighttime illumination resulting from the cumulative projects would not represent an alteration to the existing nighttime visual environment. Additionally, the potential increase in nighttime light resulting from the project would not be bright enough to substantially affect nearby sensitive uses. Therefore, the contribution of the project to this potential cumulative impact would not be substantial, and a less than significant impact would occur.

The project's architectural features and facades would not be constructed of highly reflective materials. Furthermore, the project's sources of glare that would be introduced into the project area would not result in excessive glare due to the various features designed to minimize glare related impacts. Therefore, the project's contribution to cumulative glare would not be substantial as per Zoning Information File (ZI) No. 2451 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment." Therefore, project impacts associated with light and glare would not be cumulatively considerable, and cumulative impacts related to light and glare would be less than significant.

C. Shade and Shadow

The project would cast shadows to the west at 9:00 AM on the summer solstice. These shadows would fall onto Orange Drive to the west of the project site, and would extend onto the eastern side of the restaurant building located across Orange Drive from the project. This use is not considered shadow-sensitive. At 12:00 PM on the summer solstice, the project would cast very minimal shadows to the north and west, but not extending offsite. At 3:00 PM on the summer solstice, the project would cast shadows to the east, shading a portion of Mansfield Avenue but not reaching the east side of the street. As shown, no sensitive uses would be shaded by the project between the hours of 9:00 AM and 3:00 PM during the summer solstice.

The longest shadows of the year occur during the winter solstice, with peak shadows occurring shortly after sunrise and before sunset. At 9:00 AM on the winter solstice, the project would cast shadows to the northwest, shading both a portion of the multi-family residential complex located across Orange Drive northwest of the project site and nearly all the duplex bordering the northwest corner of the site on Orange Drive. The shading of the multi-family residential complex would include the exterior balconies of several units, which are considered shadow sensitive uses. The shading of the adjacent duplex home would include most of its associated outdoor space, also a shadow-sensitive use.

By 11:00 AM on the winter solstice, the project would no longer cast shadows onto the multi-family residential apartment complex across Orange Drive; however, the project would continue to cast shadows on the outdoors spaces of the adjacent duplex until past 3:00 PM. Therefore, the outdoor spaces at the duplex bordering the project site on the northwest would be shaded for more than three hours

between the hours of 9:00 AM and 3:00 PM on the winter solstice to varying degrees, which would be considered a significant impact according to the City impact thresholds. However, as per Zoning Information File (ZI) No. 2154 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment." Therefore, the project's shade and shadow impacts would be less than significant.

(i) Cumulative Impacts

The geographic context for the analysis of cumulative impacts related to visual character of the surrounding area and its aesthetic image would include the cumulative development projects located in such a position to create shading of the same properties as the project. There are 118 cumulative development projects within the general vicinity of the project site. Development of the project in combination with the cumulative projects would result in an increase of shading impacts of various land uses in an already urbanized area of the City. However, none of the cumulative projects is in close enough proximity to the project to combine with the project to create additional shadow impacts on the same shadow-sensitive uses near the site. Moreover, under Zoning Information File (ZI) No. 2451 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment." Therefore, project impacts associated with shade and shadows would not be cumulatively considerable, and cumulative impacts related to shade and shadows would be less than significant.

D. Project Design Features

The City finds that the Project Design Features B.3-1 to B.3-4, incorporated into the project, reduce the potential aesthetics impacts of the project. The Project Design Features were considered in the analysis of potential impacts.

2. Air Quality

A. Consistency with Applicable Air Quality Management Plan

The regional ozone attainment plan centers on accommodating population growth forecasts by the Southern California Association of Governments (SCAG). Specifically, SCAG's growth forecasts from the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) are largely built off local growth forecasts from local governments like the City of Los Angeles. The RTP/SCS accommodates up to 3,991,700 persons; 1,455,700 households; and 1,817,700 jobs in the City by 2020. While the 2016 RTP/SCS has been adopted, the 2012 AQMP relies on the numbers contained in the 2012 RTP/SCS.

The project would represent a negligible percent of the estimated population and housing growth in the City. The project's residents and housing units would be within the forecasted population and housing SCAG and City estimates. Specifically, the project would add 231 dwelling units and approximately 640 residents to the City of Los Angeles, which would equate to Citywide increases of 0.15 percent and 0.28 percent, respectively, of growth projected from 2008 through 2020. Additionally, the project would help achieve a portion of the household growth forecast for the City by adding housing to meet the need for housing identified in the City's Regional Housing Needs Assessment (RHNA), while also being consistent with regional policies to reduce urban sprawl, efficiently utilize existing

infrastructure, reduce regional congestion, and improve air quality through the reduction of vehicle miles traveled (VMT) as called for in SCAG's 2008 Regional Comprehensive Plan and 2016-2040 RTP. The project would not substantially induce housing growth beyond forecasted levels. Instead, the project would accommodate a portion of forecasted housing demand currently forecasted for the City, including low-income housing. Thus, the project would not represent a substantial or significant growth as compared to projected growth. The project complies with all Southern California Air Quality Management District (SCAQMD) rules and regulations that are in effect at the time of development. Therefore, impacts are less-than-significant.

B. Construction

(i) Regional Emissions

The project's construction timeline would be 18 months. This includes export of 78,000 cubic yards of soils using trucks with a capacity of at least eight cubic yards per haul, demolition phase (one month), project site preparation (one month), grading phase (two months), construction phase (14 months), a paving phase (two months), and architectural coatings phase (two months). Per Project Design Feature C-1, heavy construction equipment would not operate on-site more than a total of eight hours per day. As shown on Revised Table 4.C-6 in the Final EIR, the construction of the project would produce VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ emissions that would not exceed the SCAQMD's regional thresholds. As a result, construction of the project would not contribute substantially to an existing violation of air quality standards for regional pollutants. Therefore, project impacts related to regional construction emissions would be less than significant

(ii) Construction – Localized Emissions

The project would not produce significant emissions more than SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. Compliance with existing SCAQMD regulations, including Rule 403, which is designed to reduce fugitive dust emissions, would ensure that PM_{10} and $PM_{2.5}$ emissions during site preparation, grading, and other phases of construction do not exceed localized thresholds recommended by the SCAQMD (see Draft EIR Table 4.C-6). As a result, construction of the project would not produce any local violation of air quality standards or contribute substantially to an existing or projected air quality violation, and project impacts would be less than significant.

(iii) Toxic Air Contaminants (TACs)

The SCAQMD CEQA Air Quality Handbook does not recommend analysis of TACs from short-term construction activities. The rationale for not requiring a health risk assessment for construction activities is the limited duration of exposure. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. Specifically, "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Given the short-term construction schedule of approximately

18 months, the project would not result in a long-term (i.e., 70-year) source of TAC emissions. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period (18 out of 840 months of a 70-year lifetime), further evaluation of construction TAC emissions in the Draft EIR was not warranted. Nonetheless a health risk assessment (HRA) was prepared and included in Appendix D-2 of the Final EIR.in response to comments to demonstrate that no significant health risk impacts would occur from construction of the project. The HRA demonstrates that health risks from project construction would be a maximum of 3.0 in one million for adjacent residences north of the project site, which is well below the applicable significance threshold of 10 in one million. It is noted that this risk assumes an outdoor exposure for the entire length of construction and does not account for any reductions from the time spent indoors where air quality tends to be better. Thus, the HRA's analysis is conservative and likely overstates impacts.

Furthermore, although the Office of Environmental Health Hazard Assessment (OEHHA) adopted a new version of the Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (Guidance Manual) in March of 2015, it is not appropriate to use the Guidance Manual to assess the project's short-term construction projects. The Guidance Manual was developed by OEHHA, in conjunction with CARB, for use in implementing the Air Toxics "Hot Spots" Program (Health and Safety Code Section 44360 et. seq.) and is intended to apply to certain stationary sources, such as power plants or industrial uses that emit toxic air contaminants. The new Guidance Manual does not provide specific recommendations for evaluation of short-term use of mobile sources (e.g., heavy-duty diesel construction equipment). Moreover, SCAQMD has not developed any recommendations on its use for CEQA analyses for potential construction impacts. Nor has the City has adopted the Guidance Manual or incorporated it into the City's adopted CEQA thresholds or methodologies. Therefore, the EIR properly relied on the *L.A. CEQA Threshold Guide* for determining the project's potential impacts related to TAC emissions during construction.

C. Operation

(i) Regional Emissions

The project would contribute long-term air quality emissions to the region primarily from motor vehicles associated with the project. The project could add up to 949 net vehicle trips to and from the project site on a peak weekday at the start of operations in 2019. As set forth in Table 4.C-7 of the Draft EIR, the project's operational emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions. Therefore, project impacts related to regional operational emissions would be less than significant.

(ii) Operation – Localized Emission

The project would emit minimal onsite emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$. These localized emissions would not approach the SCAQMD's

localized significance thresholds that signal when there could be human health impacts at nearby sensitive receptors during long-term operations. The project would generate long-term emissions from mobile sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at sensitive receptors and would be less than significant. Long-term operations of the project would not result in exceedances of CO air quality standards at roadways in the area. This is due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot. Screening analysis guidelines for localized CO hotspot analyses from Caltrans recommend that projects in CO attainment areas focus on emissions from traffic intersections where air quality may get worse. Traffic levels of service at the 12 intersections studied near the project would not be significantly impacted by traffic volumes from the development under existing or 2019 horizon scenarios. In addition, the project would not significantly increase the percentage of vehicles operating in cold start mode or substantially worsen traffic flow.

(iii) Toxic Air Contaminants

The SCAQMD published and adopted the *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). The SCAQMD recommends that HRAs be conducted for substantial sources of diesel particulate matter (DPM) (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units). Based on this guidance, there was no quantitative analysis required for future cancer risk within the project area as the project is consistent with the recommendations regarding the siting of new sensitive land uses near potential sources of TAC emissions provided in the SCAQMD Guidance Document. Specifically, the project is not considered to be a substantial source of diesel particulate matter warranting a refined HRA since daily truck trips to the project site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. Based on the limited activity of TAC sources onsite, the project does not warrant the need for a HRA associated with on-site activities, and any minimal operational TAC impacts would be less than significant.

(iv) Refined Modeling

The Final EIR includes a refined air quality analysis that utilizes the recent version of the California Emissions Estimator Model (CalEEMod), version 2016.3.1. This refined analysis is included in Appendix D-1 to the Final EIR and addresses public comments to the Draft EIR. The City finds that this refined analysis adequately addresses these public comments, is consistent with the City's and SCAQMD's methodologies, and demonstrates that the project's construction and operational impacts are less than significant and that no mitigation is required. The City further finds, as set forth the Responses to Comments, that the analysis submitted by SWAPE uses inaccurate data and assumptions, omits key data, has been thoroughly refuted by expert analysis in the record, including the Final EIR, and is not credible.

(v) Cumulative Impacts

Construction-related daily emissions at the project site would not exceed any of the SCAQMD's regional or localized significance thresholds. Thus, the project's contribution to cumulative construction-related regional emissions would result in a less than significant cumulative impact. Construction of the project also would have a less-than-significant impact with regard to localized emissions. Therefore, the project's contribution to cumulative air quality would be less than significant.

Operational emissions from the project buildout and the project under existing conditions would not exceed the SCAQMD's regional thresholds. Therefore, the emissions of non-attainment pollutants and precursors generated by project operation would not be cumulatively considerable.

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2012 AQMP. Growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, if growth in the Basin is within the projections for growth identified in the 2016 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. This is not considered to be cumulatively considerable. In addition, as discussed previously, the population growth resulting from the project would be consistent with the growth projections of the AQMP. Therefore, the project's contribution to the cumulative impact to the AQMP would not be cumulatively considerable and, therefore, would be less than significant.

SCAQMD has developed methodologies and thresholds of significance that are widely used by lead agencies throughout the air basin. As set forth in the *LA CEQA Thresholds Guide*, the City adopted the SCAQMD thresholds to assess the significance of a project's project-specific and cumulative air quality impacts. SCAQMD's *White Paper on Potential Control Strategies to Address Cumulative Impacts From Air Pollution* prepared in August 2003 specifically states:

> As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR…. projects that exceed the project-specific significance thresholds are

considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

The cumulative analysis of air quality impacts in the EIR appropriately follows SCAQMD's specified methodology. Furthermore, air quality impacts are basin-wide, and air quality is affected by all pollutant sources in the basin. Therefore, the ambient air quality measurements provide a summary of basin-wide cumulative air quality impacts. As the individual project thresholds are designed to help achieve attainment with cumulative basin-wide standards, they are also appropriate for assessing the project's contribution to cumulative impacts.

D. Project Design Feature

The City finds that the Project Design Feature C-1, incorporated into the project, reduces the potential air quality impacts of the project. The Project Design Feature was considered in the analysis of potential impacts.

3. Geology and Soils

A. Fault Rupture

The project site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the project is considered low. However, the site is located in the seismically active southern California region, and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. The closest surface trace of an active fault to the project site is the Hollywood Fault located approximately 0.9 mile to the north. Other nearby active faults are the Newport-Inglewood Fault Zone, the Santa Monica Fault, the Raymond Fault, and the Verdugo Fault located approximately 4.6 miles west, 4.7 miles west, 6.7 miles east-northeast, and 7.4 miles northeast of the site, respectively. The active San Andreas Fault Zone is located approximately 33 miles northeast of the site.

The closest potentially active fault to the project site is the MacArthur Park Fault located approximately 2.2 miles to the southeast. Other nearby potentially active faults are the Overland Avenue Fault and the Charnock Fault located approximately 6.1 miles southwest and 7.9 miles southwest of the site, respectively.

Several buried thrust faults, commonly referred to as blind thrusts, underlie the Los Angeles Basin at depth. These faults are not exposed at the ground surface and are typically identified at depths greater than 3.0 kilometers. These thrust faults and others in the Los Angeles area are not exposed at the surface and do not present a potential surface fault rupture hazard; however, these features are considered active features capable of generating future earthquakes that could result in moderate to significant ground shaking at the project site.

The project would not exacerbate the risk that a known earthquake fault would rupture, exposing people and/or structures to potential substantial adverse effects, including the risk of loss, injury, or death. Compliance with the existing state and local regulations, including the California Building Code, as well as the Los Angeles Building Code would ensure the project complies with the applicable seismic design criteria and with existing seismic safety regulations. Further, the Los Angeles Building Code, with which the project would be required to comply, contains construction requirements to ensure that structures are built to a level such that they can withstand acceptable seismic risk. Therefore, the project would not expose people or structures to substantial adverse effects associated with fault rupture, and would not cause or exacerbate seismic conditions on the project site, resulting in a less than significant impact.

B Strong Seismic Ground Shaking

The project site has experienced historic earthquakes from various regional faults. The project site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be significantly reduced through conformance with current building codes and engineering practices.

Although the project site is not within an Alquist-Priolo Zone, as with all properties in the seismically active southern California region, the project site is susceptible to ground shaking during a seismic event. The main seismic hazard affecting the project site is moderate to strong ground shaking on one of the local or regional faults. The project would conform to all applicable provisions of the Los Angeles Building Code and California Building Code with respect to new construction. Adherence to current building codes and engineering practices would ensure that the project would not expose people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the southern California region and would minimize the potential to expose people or structures to substantial risk, loss, or injury. Therefore, impacts related to seismic ground shaking would be less than significant and development of the project would not cause or exacerbate seismic conditions on the project site.

C. Liquefaction

The project site is not located in an area designated as “liquefiable.” The project site is not identified by ZIMAS and the State Seismic Hazard Zone Map as being within a liquefaction zone. The City of Los Angeles Seismic Safety Element does not identify the project site as being located within a potentially liquefiable area. In addition, soil boring logs obtained through the Geotechnical Investigation of the project site indicate that the alluvial materials beneath the groundwater table are consolidated Pleistocene age alluvial fan deposits that are not prone to liquefaction. Based on these considerations, the potential for liquefaction and associated ground deformations beneath the site is very low. Therefore, the potential for liquefaction to occur at the project site is low, and project impacts related to liquefaction would be less than significant. Development of the project would note cause or exacerbate geological hazards, including liquefaction, on the project site.

D. Soil Stability

A significant impact may occur if the project is built in an unstable area without proper site preparation or design features to provide adequate foundations for the project buildings, thus posing a hazard to life and property. Construction activities associated with the project would comply with the City of Los Angeles Building Code, which is designed to assure safe construction, including building foundation requirements appropriate to site conditions. In addition, the project site is not at risk for landslides, as the site is relatively level with very little elevation change.

Up to three feet of existing artificial fill was encountered during site exploration. The existing fill is believed to be the result of past grading and construction activities at the site. Deeper fill may exist in other areas of the site that were not directly explored. The results of laboratory testing indicate that the existing fill materials and upper alluvial soils are not suitable for support of proposed building foundations or floor slabs. However, the existing fill is considered suitable for reuse as engineered fill provided the recommendations in the Geotechnical Investigation and the LADBS Geology and Soils Report Approval Letter are followed. Excavation for the proposed two subterranean parking levels is anticipated to remove all existing fill and expose competent alluvial soils throughout the excavation bottom.

Some seismically induced settlement of the proposed structures should be expected as a result of strong ground shaking. However, due to the uniform nature of the underlying geologic materials, excessive differential settlements are not expected to occur. Preliminary geotechnical studies and exploratory borings on the project site indicate that the site's geology is stable and can support the project's proposed structure. Neither soil nor geologic conditions were encountered during the investigation that would preclude construction of the project provided the recommendations presented in the Geotechnical Investigation are followed and implemented during design and construction. The project would be required to conform to the Uniform Building Code seismic standards as approved by LADBS. Overall, project impacts with respect to soil stability would be less than significant through compliance with the recommendations contained in the Geotechnical Investigation and LADBS' Geology and Soil Report Approval Letter for the project.

E. Soil Erosion

The project site is located in an urbanized portion of Los Angeles and is completely paved and developed at present. Any topsoil that may exist on the site was previously blended with other on-site soils during previous site preparation/grading activities. The project site is nearly entirely covered with impervious surface, either from surface parking or buildings, and therefore is not subject to erosion under existing site conditions.

Project construction would require the removal of existing pavement and grading earth and excavation. Conformance with City Building Code Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and use of fill, would reduce the potential for wind or waterborne erosion. In addition, the project would comply with the standard Stormwater Pollution Prevention Plan covering construction activities, which would reduce opportunities for soil erosion to the maximum extent practicable. In addition, the Los Angeles Building Code requires an erosion control plan to be reviewed by the Department of Building and Safety prior to construction if grading exceeds 200 cubic yards and occurs during the rainy season (between November 1 and April 15).

The potential for soil erosion on the site is low due to the level topography of the site and the presence of existing offsite drainage facilities. The potential for soil erosion during project operation would be relatively low due to the urban nature of the project area and the level topography of the project site. The project would develop the entire site with new buildings, paving, and surface treatments, including landscaping. Therefore, impacts from soil erosion would be less than significant.

F. Soil Expansion

Some of the on-site geologic materials examined from the test borings are in the "high" expansion range and are expansive. To utilize these soils for the support of the proposed building foundations and slabs, a series of recommendations is set forth in the Geotechnical Investigation. Compliance with these recommendations as well as LADBS' Geology and Soils Report Approval Letter for the project, would reduce impacts relating to expansive soils to a less than significant level. Additionally, construction of the project would not cause or exacerbate geological hazards, including expansive soil.

F. Cumulative Impacts

A total of 118 cumulative projects have been identified in the study area. Geotechnical impacts from existing environment to the project, including future users, related to future development in the City would involve hazards related to site-specific soil conditions, erosion, and ground-shaking during earthquakes. The impacts at each site would be specific to that site and its users and would not be common or contribute to (or shared with, in an additive sense) the impacts on other sites and would not thereby, together with the project, create an impact that is cumulatively considerable.

None of the cumulative projects have elements or activities that would cause or accelerate geologic hazards offsite that would contribute to increased geological hazards on the project site. The design and construction of the project and each of the cumulative projects would be required to conform to the seismic standards in the California Building Code and the Los Angeles Building Code. In addition, development on each site would be subject to uniform site development and construction standards that are designed to protect public safety, which includes a Geotechnical Investigation. Therefore, the project's incremental impacts related to geology and soils would not be cumulatively considerable.

4. Greenhouse Gas Emissions

A. Significance Threshold

Consistent with the California Supreme Court's decision published on November 30, 2015, in *The Center for Biological Diversity v. California Department of Fish and Wildlife,* the EIR appropriately utilized the following significance threshold:

In the absence of a quantitative threshold, the project would not have a significant effect on the environment if it is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including Executive Orders S-3-05 and B 30-15, SB 375, AB 32 Scoping Plan, SCAG's 2016–2040 RTP/SCS, the 2035 Mobility Plan, and the City of Los Angeles Green Building Code.

The EIR did not use comparison of project emissions to the no action taken (NAT) scenario as a significance threshold. Instead, the reduction in GHG emissions in comparison to the NAT scenario reflect the measures set forth in the applicable GHG reduction plans and policies and demonstrate the efficacy of these measures.

Neither the City of Los Angeles or SCAQMD has adopted a numeric threshold applicable to the project. The SCAQMD did not adopt a proposed 3,000 MTCO2e/yr screening threshold for residential, commercial, and mixed-use developments. Under this proposed approach, a project would conduct a more detailed analysis using a per capita efficiency target if the project exceeded the 3,000 MTCO2e/yr screening threshold. As set forth in the final EIR, the project would result in 2,768 MTCO2e/yr of GHG emissions, which is below the unadopted 3,000 MTCO2e/yr screening threshold. Therefore, even under the unadopted numeric threshold, the project's GHG impacts would be less than significant, and the per capita efficiency target would not apply. The City further finds that, consistent with direction from the SCAQMD, the EIR properly accounted for the emissions reduction from the removal of the existing uses.

B. Construction Impacts

Construction of the project would generate GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers and vendors traveling to and from the project site. GHG emissions would vary day to day over the 18-month construction period. Construction of the project is estimated to generate a total of 1,342 metric tons of carbon dioxide equivalent ($MTCO2_e$). As recommended by SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the project to determine the project's annual GHG emissions. As such, the amortized construction emissions would be 45 $MTCO2_e$. While there is no acknowledged threshold of significance for construction impacts, these emissions are amortized and included in the project's operational analysis pursuant to guidance from the CARB and SCAQMD.

C. Operational Impacts

Operation of the project would result in GHG emissions. the project site is an infill site, located within 0.74 miles of a Metro Red Line station and within walking distance of several local bus stops. Operation of the project would reduce transportation-related emissions by capturing vehicle travel on-site that would have normally been destined for offsite locations because of its integration of residential and non-residential land uses as well as the project's proximity to public transit. This produces reductions in the amount of vehicle trips to and from the project site, as well as vehicle miles traveled. Additionally, it would attract existing pass-by trips on the street network that would divert to the proposed commercial uses, as reflected in the project traffic study.

The projected reductions in vehicle trips and VMT would range from 15 to 50 percent, as a result of a reduction in the number of pass-by trips and an increase in the number of public transit trips. The project would achieve LEED Silver status. The project is expected to result in 3,311 $MTCO2_e$ per year as compared to 4,792 $MTCO2_e$ per year if the project was not designated LEED Silver status. Further, the project's net GHG emissions are projected to be 2,222 MTCO2e annually after crediting existing uses on the project site.

With the 27 percent reduction in the number of vehicle trips and the LEED Silver status, thus the project reduction in $CO2_e$ emissions would far exceed the state's AB 32

Scoping Plan goal of a 4.5 percent reduction from the overall transportation sector by 2020. As such, the project would meet and exceed its contribution to statewide climate change obligations that are under the control of local governments in their decision making.

The City finds, as set forth the Responses to Comments, that the GHG analysis submitted by SWAPE uses inaccurate data and assumptions, omits key data, has been thoroughly refuted by expert analysis in the record, including the Final EIR, and is not credible.

D. Cumulative Impacts

Although the project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. The State has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce is predicted to continue to expand. To achieve this goal, CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. Currently, there are no applicable CARB, SCAQMD, or City of Los Angeles significance thresholds or specific reduction targets, and no approved policy or guidance to assist in determining impact significance at the project or cumulative levels. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represents new emissions or existing, displaced emissions. Therefore, the City, as lead agency, has determined that the project's contribution to cumulative GHG emissions and global climate change would be less than significant if the project is consistent with the applicable regulatory plans and policies to reduce GHG emissions:

E. Consistency with Applicable Plans and Policies

The Draft EIR illustrates that implementation of the project design features and compliance with State mandates, such as AB 32 and the California Renewables Portfolio Standard, would contribute to GHG reductions. These reductions support State goals for GHG emissions reduction. The methods used to establish this relative reduction are consistent with the approach used in the CARB's Climate Change Scoping Plan for the implementation of AB 32.

The project is consistent with the approach outlined in CARB's Climate Change Scoping Plan, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. In addition, as recommended by CARB's Climate Change Scoping Plan, the project would use "green building" features as a framework for achieving GHG emissions reductions, as the project would be designed to achieve the standards of the LEED Silver status.

The project also would comply with the City of Los Angeles Green Building Code, which emphasizes improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to

reduce auto dependence. The project design features would advance these objectives. Further, the related projects would also be anticipated to comply with many of these same emissions reduction goals and objectives.

Per Project Design Features E.2 and E.3, at least 20 percent of the total code-required parking spaces would support future electric vehicle supply equipment, and at least 5 percent of the total code parking spaces provided would be further equipped with EV charging stations, respectively.

As part of SCAG's SCS/RTP, a reduction in VMT within the region is a key component to achieve the 2020 and 2035 GHG emission reduction targets established by CARB. The project results in a VMT reduction, and would be consistent with the SCS/RTP. Also, the project would be consistent with applicable land use policies of the City of Los Angeles and SCAG pertaining to air quality, including reducing GHG emissions.

The project is consistent with the applicable GHG reduction plans and policies. Moreover, while the project is not directly subject to the Cap-and-Trade Program, that Program will indirectly reduce the project's GHG emissions by regulating "covered entities" that affect the project's GHG emissions, including energy, mobile, and construction emissions. More importantly, the Cap-and-Trade Program will backstop the GHG reduction plans and policies applicable to the project in that the Cap-and-Trade Program will be responsible for relatively more emissions reductions, if California's direct regulatory measures reduce GHG emissions less than expected. This will ensure that the GHG reduction targets of AB 32 are met. Thus, given the project's consistency with State, SCAG, and City of Los Angeles GHG emission reduction goals and objectives, the project would not conflict with any applicable plan, policy or regulation of an agency adopted to reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, the project's impacts are concluded to be less than significant and not cumulatively considerable.

F. Project Design Features

The City finds that Project Design Features E.1 to E.3, which are incorporated into the project and are incorporated into these Findings as though fully set forth herein, would reduce the potential greenhouse gas emissions of the project. This Project Design Features were considered in the analysis of potential impacts.

5. Land Use and Planning

A. SCAG Regional Comprehensive Plan

As discussed below, the project would be constant with all the applicable RCP policies and therefore, no significant impacts would occur.

Per RCP Land Use and Housing (LU) Policy 4, the project would provide 231 residential multi-family units, including approximately 15 units reserved for Very Low-Income households, which would accommodate a share of the forecasted regional growth.

Per RCP LU 6., the project would comply CALGreen requirements of the California Building Code and incorporates green and conservation features. The project would also be consistent with the City of Los Angeles Building Code, including the LA Green

Building Code (LAGBC), which is designed to reduce the project's energy and water use, reduce waste, and reduce the carbon footprint. Further, the project would be constructed to meet LEED Silver standards.

Per RCP Open Space and Habitat (OSC) Policy 10, the project would be located on an underutilized infill site. In addition, the project would stimulate pedestrian activity by providing neighborhood-serving commercial uses near existing bus lines and a Metro Red Line Station, which could help to revitalize the project area.

Per RCP OSC 11, the project would incorporate sustainable building practices to eliminate pollution and reduce waste. The project would comply with the CALGreen requirements of the California Building Code and the LAGBC. In addition, the project would reduce vehicle miles traveled by providing a balanced mix of uses that enhance walkability and connectivity near existing bus lines and with easy access to the Metro Red Line Rail Station at Hollywood Boulevard and Highland Avenue.

Per OSC 12, the project would comply with CALGreen requirements of the California Building Code and the LAGBC, the Water Management Ordinance, and the Low Impact Development Ordinance, which are designed to reduce the project's energy and water use. In addition, the project would implement measures to promote efficient water use.

Per OSC 14 the project would be an urban infill development that avoids significant impacts to regionally significant open space resources as no open space resources are located on the project site. There are no rural, agricultural, recreational, or environmentally sensitive areas on the site. In addition, the project would be subject to applicable City Quimby Fees.

The relevant regional transportation and sustainable communities plan is RTP/SCS. The project would be constant with all the applicable RTP/SCS policies and therefore, no significant impacts would occur.

Per RTP/SCS, the project would reduce vehicle miles traveled by providing a higher density infill development near existing bus lines and access to the Metro Red Line Rail Station at Hollywood Boulevard and Highland Avenue (approximately 1 mile to the north). In addition, the project would be located near commercial uses and employment areas. Due to their proximity to the project site, residents could walk and/or bike to the surrounding commercial and/or employment areas such as shopping at Santa Monica Boulevard and La Brea Avenue, and jobs in the Hollywood Media District. Finally, the project would encourage bicycling with the inclusion of approximately 270 bicycle parking spaces and a 100-square-foot bicycle repair station on the ground level.

Per RTP/SCS, the project would comply with CALGreen requirements of the California Building Code, for water and energy conservation. The project would exceed Title 24 standards with compliance with the City's Green Building Ordinance. In addition, the project would also be consistent with the City of Los Angeles Building Code, including the LAGBC, which contain measures to reduce the project's energy and water uses, including specified flow rate plumbing fixtures, regulations regarding irrigation controllers and design, and requirements for provision of roof space for future electrical solar systems.

Per RTP/SCS, the project would reduce vehicle miles traveled by providing a balanced mix of uses that enhance walkability and connectivity near existing bus lines and access to the Metro Red Line Rail Station at Hollywood Boulevard and Highland Avenue (approximately 1 mile to the north). In addition, due to their proximity to the project site, residents could walk and/or bike to the surrounding commercial and/or employment areas such as shopping at Santa Monica Boulevard and La Brea Avenue, and jobs in the Hollywood Media District. Finally, the project would provide 270 bicycle parking spaces and a 100-square-foot bicycle repair station on the ground level, which would further promote non-motorized transportation.

B. City of Los Angeles General Plan Framework Element

As discussed below, the project would be constant with all the City of Los Angeles General Plan Framework Element policies and therefore, no significant impacts would occur.

Per Objective 3.1.1, the project would introduce a mixed-use development to the project site. The project site is within walking and/or biking distance of an existing job center and the retail uses located at Santa Monica Boulevard and La Brea Avenue. The project would provide housing and employment opportunities, as well as commercial uses, to serve future residents.

The project includes a request for a General Plan Amendment to change the land use designations from Highway Oriented Commercial and Medium Density Residential to General Commercial, to permit the development of a mixed-use building. Per Objective 3.1.5, the, project site is located within a transition zone between industrial and medium density residential land use designations and would strengthen the existing buffer between the industrial and residential uses.

Per Objective 3.1.6, while the project would not introduce any new transit routes and/or stations, the project site is located near to several existing bus lines and stops, as well as the Metro Red Line Rail Station at Hollywood Boulevard and Highland Avenue (approximately 1 mile to the north). Consistent with the General Plan Framework, the project would facilitate growth in areas where sufficient public infrastructure and services exist.

Per Objective 3.2.1, the project would provide an appropriate transition and buffer between the industrial uses to the south and the residential uses to the north. The architecture and flow of the project has been designed to integrate the project building into the adjacent residential neighborhood as the massing and scale of the building is reduced through a series of gradual steps as the building proceeds to the north. Ground level residences have also been integrated into the project along both Orange Drive and Mansfield Avenue to create a townhome row, which reinforces the residential scale of these secondary streets. The project would introduce a mixed-use residential, retail, and restaurant development near major thoroughfares, existing bus lines, and access to the Metro Red Line Rail Station at Hollywood Boulevard and Highland Avenue (approximately 1 mile to the north). In addition, the project would be located near commercial uses, such as shopping at Santa Monica Boulevard and La Brea Avenue, and jobs in the Hollywood Media District.

Per Objective 3.2.2, the project would introduce a mixed-use development near existing bus lines and with easy access to the Metro Red Line Rail Station at Hollywood Boulevard and Highland Avenue. In addition, the project is adjacent to

major thoroughfares, which provide commercial and retail opportunities, such as the shopping at Santa Monica Boulevard and La Brea Avenue. The project would also be located near jobs, such as those as part of the Hollywood Media District. Finally, the project would increase compatibility with nearby single-family residential uses as compared to the existing automotive land uses currently located on the project site. Also, the project includes 270 bicycle parking spaces and a 100-square-foot bicycle repair station on the ground level

Per Objective 3.2.3, the project would be a pedestrian-friendly development. The streetscape has been reinforced with corner glass pavilions, which provide a transparent interior-exterior relationship, and a landscaped sidewalk, which in addition to retail shops, would activate the street along Santa Monica Boulevard. In addition, the project would provide 270 bicycle parking spaces and a 100-square-foot bicycle repair station on the ground level and would be located within walking and/or biking distance of an existing job center and the retail uses located at Santa Monica Boulevard and La Brea Avenue. Finally, the project is in walking distance to existing bus lines and easy access to the Metro Red Line Rail Station at Hollywood Boulevard and Highland Avenue (approximately 1 mile to the north).

Per Objective 3.2.4, the project would be more compatible with the nearby single-family residential uses as compared to the existing automotive land uses currently located on the project site. The project site is not zoned or designated for single-family land uses. The project would not impinge on any existing single-family neighborhoods, but instead would strengthen the existing transitional zone between industrial and residential uses. In addition, the project building would step down twice as the project approaches the existing single-family uses to the north. In addition, the project also provides three separate ten-foot side yard setbacks to the north and a landscape buffer, consisting of trees and shrubs that will be planted along the site's northern property line and will help to screen and create space between the project site and adjacent residential uses. Finally, by placing neighborhood-serving commercial uses on the ground floor, the project would enhance the existing commercial corridor and uses located approximately 3 blocks west of the project site.

Per 3.4.1, the project would increase compatibility with the nearby single-family residential uses as compared to the existing automotive land uses currently located on the project site. The project site is not zoned or designated for single-family land uses. The project would not impinge on any existing single-family neighborhoods and would provide an appropriate transition and buffer between the industrial uses located south of the project site, and the single-family residential uses located north of the project site. The building would also step down twice as the project approaches the existing residential uses to the north. The project also provides three separate ten-foot side yard setbacks to the north and a landscape buffer, consisting of trees and shrubs that will be planted along the site's northern property line and will help to screen and create space between the project site and adjacent residential uses. In addition, the project would provide a mixed-use development near transit opportunities and along Santa Monica Boulevard, consistent with this policy.

C. Hollywood Community Plan

As discussed below, the project would be constant with all the applicable Hollywood Community Plan policies and therefore, no significant impacts would occur.

Per Objective 1, the project is a mixed-use development. The project would be located along Santa Monica Boulevard in a highly urbanized portion of the City and would introduce new residential and commercial uses to the project area.

Per Objective 2, the project is a mixed-use development located in a highly urbanized portion of the City that contains a variety of commercial and employment opportunities and transit lines. The project would provide additional housing, employment, and local commercial land uses, contributing support to the greater metropolitan area. In addition, the housing provided as part of the project helps address the housing shortage within the City and includes units restricted for very low-income households, which are also needed throughout the City. Per Objective 3, the project would provide 231 multi-family residential units, including 15 very low-income affordable housing units. While the project would demolish the existing auto services located on the project site and develop the site with a mixed-use building, the project would provide an appropriate transition and buffer between the industrial/commercial uses located on Santa Monica Boulevard and the single-family residences located to the north of the project site. In addition, the project building would step down twice as the project approaches the existing residential uses to the north, first to a height of approximately 54 feet and then further to approximately 23 feet, to the top of the parapet.

Per Objective 4, the project is a mixed-use development including multi-family residential units and ground floor neighborhood-serving retail and restaurant uses. The project would be consistent with the principles of smart growth, including locating development near existing jobs, commercial opportunities, and public transit.

An additional General Plan Amendment is requested for an Add Area which would change the surrounding parcels also currently designated as zoned Highway Oriented Commercial and Medium Density Residential to Neighborhood General Commercial, to avoid “spot” zoning consistent with the City’s more recent plans and policies that encourage multi-modal land use planning (e.g., the Mobility Plan 2035 and 2010 Bike Plan, both of which include goals, objectives, and policies that promote development that is less dependent on automobiles). The proposed land use change for the Add Area to General Commercial would be consistent with what is proposed in the Draft Hollywood Community Plan Update. Overall, the proposed land use designation change for the Add Area would not increase the development potential for any of the parcels or have the potential to result in any impacts to the physical environment because:

- The Add Area parcels’ development potential is dictated by the zoning and height district, neither of which would change.
- The corresponding zones for General Commercial are the same corresponding zones permitted for Highway Oriented Commercial.
- There are no additional or new entitlements that the property owners could receive as a result of the GPA that would result in greater density, intensity, or land use than are currently available under Highway Oriented Commercial designation.

- As under the current Highway Oriented Commercial designation, any increase in development potential under the proposed General Commercial designation would require a zone and/or height district change, which would trigger CEQA review.

D. City of Los Angeles General Provisions and Zoning Code

(i) Permitted Uses

The northern portion of the project site is currently zoned R3-1XL and the southern portion of the project site is currently zoned C2-1D. Pursuant to Section 12.10 of the LAMC, multiple dwellings are expressly permitted in the R3 zone. FAR is limited to 3:1 in the R3 zone. Pursuant to Section 12.14 of the LAMC, commercial uses including banks, offices, hotels, retail stores, live/work units, and nursing care facilities are allowed in the C2 zone. The C2 zone also permits high-density residential uses, such as apartment houses. The project would include a mix of residential, retail, and restaurant uses that would be consistent with both the existing R3 and C2 zoning for the project site, although the proposed FAR of 3.0:1 would not be consistent. Therefore, as part of the project, the applicant is seeking a zone change to C2-2D for the entire project site, which would allow for the project's proposed FAR. With approval of this request, the project would conform to the zoning for the project site, and no significant impact would occur.

(ii) Height and Density Limitations

Development of the project would limit height to 80 feet 4 inches and FAR to 3.2:1. The existing R3-1XL zoning restricts buildings and structures on the project site to an FAR of 3:1 and a maximum height of 30 feet and two stories. Under the existing C2-1D zoning, buildings and structures on the project site are limited to an FAR of 0.5:1. Therefore, while the proposed mix of uses (residential, retail, and restaurant) is consistent with the existing zoning, the proposed height and FAR would not be consistent. The project applicant is requesting a Zone Change/Height District Change to C2-2D, pursuant to LAMC Section 12.32. Although the C2 zone does not contain any height restrictions, the "2D" Height District designation would allow a maximum FAR of 3.0:1 in lieu of 6:1 otherwise permitted in Height District 2, and no height limit. With approval of these requests, the project's maximum height and FAR would be consistent with the zoning for the project site, and no impact would occur.

Therefore, the project would be substantially consistent with applicable goals, policies, and objectives in local and regional plans that govern development on the project site. The project would not be in substantial conflict with the adopted Community Plan or with relevant environmental policies in other applicable plans. Impacts related to land use consistency would be less than significant.

E. Cumulative Impacts

The construction and operation of the project and related projects could result in cumulative impacts related to land use and planning. A total of 118 related projects have been identified in the project area. Of the 118 related projects 14 projects are located in the City of West Hollywood and would be required to comply with the City of West Hollywood's applicable land use plans, policies, and/or regulations.

Future growth in the City associated with identified related projects in the area and general ambient growth would have the potential to alter the existing land use

environment due to conversion of vacant land to new development, infill development at increased densities, and/or conversion of existing land uses. Given the built-out conditions of the greater Los Angeles region, including the project area, cumulative development likely would convert existing low-density properties in the Hollywood area and construct higher-density developments to respond to the need for housing and sources of employment.

Further, a review of the related projects indicates that the projects are typical of the area including residential and commercial development. Like the project, the related projects would be required to comply with the existing land use plans, programs, and policies. If plan amendments or zone changes are needed to accommodate projects, they would be carried out in accordance with established local procedures, including CEQA review and an evaluation of consistency with policies/regulations adopted for avoiding or mitigating a physical impact on the environment. The closest related project to the project site proposes approximately 88,750 square feet of office uses and 1,200 square feet of retail uses. Like the project, development of that related project would require compliance with the existing land use plans and policies and would result in infill development of an underutilized site.

The project and related projects would be consistent with SCAG's regional population projections, and would further objectives such as increasing density and development near transit stations and job centers, providing a variety of housing options, and increasing the number of retail and commercial uses in the project area. As discussed above, the project would be consistent with the existing applicable land use plans, policies, and programs, and thus would not incrementally contribute to cumulative land use impacts. As such, cumulative impacts related to compliance with existing land use regulations would be less than significant. Additionally, implementation of the project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. project impacts related to land use would be less than significant.

6. Population and Housing

A. Construction

Construction of the project would create temporary construction-related jobs. Nevertheless, the work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, construction workers would not be anticipated to relocate their residence to the project area and would not induce population growth and/or require housing. Impacts would be less than significant.

B. Operation

Operation of the project would not induce substantial growth through the introduction of new and/or an extension of existing roadways and/or utility infrastructure. In addition, the project would not accelerate development in an undeveloped area. Thus, no impacts would occur.

It is estimated that operation of the project would generate approximately 640 residents, using the City average household generation rate of 2.77 persons per unit, and approximately six employees. The project's increase in population and housing

would make up approximately 0.11 percent of the projected population growth, and 0.10 of the projected number of housing units, from 2016 to 2040 according to the California Department of Finance numbers for 2016 and SCAG projections for 2040. Thus, the number of residents and housing units associated with operation of the project would be within the SCAG, the Community Plan, and Housing Element projections. As the project would not result in a substantial increase in population and/or housing units. Impacts would be less than significant.

The project would add 231 dwelling units to the Hollywood Community Plan area. The project is an infill development, located in an urbanized area of the City that is made up of a variety of commercial uses, as well as single-family and multi-family units. The Housing Element has identified 2,024 sites in the Hollywood Community Plan area as having the housing capacity for 24,185 net units. Thus, while the project does propose new housing units, it would not substantially induce housing growth beyond forecasted levels. Instead, it would meet a portion of the housing demand currently forecasted for the City. Therefore, the project would not directly and/or indirectly induce a substantial increase in population. Impacts would be less than significant.

Operation of the project is expected to generate six employees; this would represent 0.001 percent of RTP projections for the City of Los Angeles employee growth forecast to occur from 2012 to 2040. As the proposed commercial uses (retail, restaurant, and/or office) would not create a niche, that would compel a net increase in employees from a region outside of the project area, the new employees would be expected to currently reside in the project area. Thus, operation of the project would not directly and/or indirectly induce substantial population growth in the area. Impacts would be less than significant.

C. Cumulative Impacts

A total of 118 related projects were identified in the study area. Of the 118 related projects, 14 projects are in the City of West Hollywood. Only the related projects in the City of Los Angeles are included in the cumulative impacts since these projects would combine with the project to affect the City's projections related to population and housing.

The residential related projects in the City of Los Angeles include 11,670 housing units. The cumulative projects would generate approximately 32,965 residents and approximately 36,158 employees. The cumulative population, housing, and employment growth represents 5.7 percent of the population and 4.9 percent of the housing units growth forecast from 2016 to 2040. The cumulative increase of residents and housing units would be within the estimates and City's RHNA allocation, and thus does not represent a substantial or significant growth as compared to the existing characteristics. SCAG focuses on concentrating growth in existing urbanized centers, particularly those that are proximate to transit. The project would be consistent by providing housing near the bus lines on Santa Monica Boulevard. The project represents 1.9 percent of the cumulative population and 2.0 percent of the cumulative housing. As such, the project's incremental effect on cumulative impacts to population and housing would not be cumulatively considerable and cumulative impacts would be less than significant.

7. Public Services and Recreation

A. Fire Protection – Construction

Construction activities associated with the project may temporarily increase demand for fire protection and emergency medical services. During demolition and construction, access to the project site, including emergency access points, shall be marked and maintained and remain clear and unobstructed. Construction of the project would require limited exposure to combustible materials, such as wood, plastics, sawdust, coverings and coatings and to heat sources including machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. While fires and medical emergencies can occur on construction sites, compliance with the Occupational Safety and Health Administration and Fire and Building Code requirements would minimize the risk of fire and medical emergencies. In addition, construction managers and personnel would be trained in fire prevention and emergency response, and fire suppression equipment specific to construction would be maintained on-site. Construction of the project would be subject to applicable existing regulations related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup flammable material spills. Therefore, compliance with state and local regulations and the presence of fire suppression equipment and trained personnel on the project site would reduce the need for fire and emergency services during construction of the project.

Construction of the project would comply with LAMC Section 57.507.3.1 regarding the number of hydrants and required water pressure accessible on the site. In addition, the project applicant would be required to submit the project plot plan to the LAFD to ensure the project complies with the applicable Los Angeles Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, thereby ensuring that the project would not create any undue fire hazard.

Construction workers, deliveries, and haul trucks traveling to and from the project site would increase the number of vehicles on the surrounding roadways. In addition, offsite roadway and utility improvements would require partial closure of vehicle lanes adjacent to the project site. A Construction Traffic Management Plan (CTMP) would be implemented during construction of the project. The CTMP would consider the nature and timing of specific construction activities and other projects in the vicinity, as well as disclose lane closure information, detour plans, haul routes, and staging plans, and identify specific actions that would reduce the effects from construction of the project on the surrounding community.

As construction activities are temporary in nature and emergency vehicles have a variety of options for dealing with traffic, such as using their sirens to clear a path of travel and/or driving in opposing traffic lanes, construction of the project would not impact LAFD services to the extent that there would be a need for new or expanded fire facilities to maintain acceptable service ratios, response times, or other performance objectives during construction of the project. Therefore, fire protection and emergency service impacts associated with construction of the project would be less than significant.

B. Fire Protection - Operation

Development of the project would increase the permanent residential population and result in an increase in demand for fire protection and emergency medical services. The proposed residential and commercial uses are expected to create the standard range of fire service calls, like other mixed-use buildings.

(i) Response Distance and Time

The project site would be served by the LAFD. Based on the project site's land use, the site would be required to be within one and a half miles of an engine and two miles of a truck company. Fire Station No. 27, the closest station to the project site, is 0.9 miles northeast of the site. Station No. 27 would provide emergency fire and medical services to the project site. Thus, the project site complies with the Fire Code's response distance criteria and would not be required to install a fire sprinkler system.

The LAFD provides average response times for each fire station district, which is a different measurement than a fractal item (such as 90% of the time). LAFD has established response time standards for Non-EMS and EMS calls; five minutes for 90% of EMS calls and five minutes and 20 seconds for 90% of Non-EMS calls. While the average Department response time for a Non-EMS call was four minutes and 14 seconds, compared to four minutes and 20 seconds for a EMS call, response times for Station No. 27 averaged four minutes and 33 seconds for Non-EMS calls and five minutes and 12 seconds for EMS calls. Thus, Station No. 27 is meeting the Department's standard for Non-EMS calls, but is exceeding the Department's threshold for EMS calls by 12 seconds.

In response to issues that have been raised regarding emergency response times and associated reporting, LAFD has recently taken steps to improve their related systems, processes and practices. Upgrades underway or pending include: installation of automated vehicle locating systems on all LAFD apparatus; replacement of fire station alerting systems that control fire station dispatch audio, signal lights, and other fire station alerting hardware and software; development of a new computer aided dispatch system to manage fire and emergency medical service incidents from initial report to conclusion of an incident; and use of traffic pre-emption systems. A traffic pre-emption system allows the normal operation of traffic lights to be preempted by an emergency vehicle to improve response times by stopping conflicting traffic in advance, providing the emergency vehicle the right-of-way. In addition to these improvements, emergency response is also routinely facilitated, particularly for high priority calls, through use of sirens to clear a path of travel, driving in the lanes of opposing traffic, use of alternate routes, and multiple station response. project impacts regarding response times are considered less than significant since the project would not require the construction of a new or physically altered LAFD facility.

(ii) Fire Flow

The LADWP Water Operations Division would perform a detailed fire flow study for the project during the building plan check phase to determine whether further water system or site-specific improvements would be necessary to comply with existing fire flow regulations. The project site is not located within an Inadequate Fire Hydrant Service Area as defined by the City; however, the project applicant would be required to install the required number of hydrants, water lines, and water tanks as specified in the Fire Code, Division 7, Section 57.09.06, prior to operation of the project. In

addition, the project applicant would be required to submit the project plot plans to the LAFD to review and ensure compliance with the City's Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association (NFPA) standards. Compliance with these existing regulations would ensure that the project would not create any undue fire hazard. As such, with respect to fire flows, impacts to fire protection services would be less than significant.

(iii) Emergency Access

Although the project site is located along a "selected disaster route," operation of the project would not require or result in any permanent modifications to the surrounding roadways that would impact emergency traffic. In addition, the project applicant would submit a parking and driveway plan for review by the LAFD, Bureau of Engineering, and LADOT to ensure compliance with all applicable code required site access and circulation requirements, as well as code-required emergency access. project plot plans would be submitted to the LAFD for compliance with the local and state Fire Codes, the City Building Code, and the NFPA standards.

The project applicant would submit an emergency response plan for the LAFD to review that would 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. Therefore, impacts to emergency access during operation of the project would be less than significant.

Consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and potential impacts on public safety services are not an environmental impact that CEQA requires a project applicant to mitigate: "[T]he obligation to provide adequate fire and emergency medical services is the responsibility of the city. (Cal. Const., art. XIII, § 35, subd. (a)(2) ["The protection of the public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services."].) The need for additional fire protection services is not an environmental impact that CEQA requires a project proponent to mitigate." Therefore, the project would not have a significant impact with respect to fire protection and emergency access.

C. Fire Protection - Cumulative Impacts

The addition of residents and employees as a result of the project and related projects could result in cumulative impacts on fire and emergency services and facilities, as it is anticipated that demands for fire and emergency services in the project area would increase above current levels upon buildout of the project and related projects.

A total of 118 related projects have been identified in the project area. Of the 118 related projects 14 projects are in the City of West Hollywood. These projects would be served the Los Angeles County Fire Department. Like the project, the remaining 104 related projects are in the City of Los Angeles and would be served by the LAFD. The cumulative projects located in the City of Los Angeles would generate approximately 32,965 residents and 11,670 housing units, and approximately 36,158 employees.

These related projects in the City of Los Angeles would cumulatively generate, in conjunction with the project, the need for additional fire protection and emergency medical services from the LAFD. Similarly, the related projects located in the City of West Hollywood would generate the need for additional fire protection and emergency medical services from the County of Los Angeles Fire Department. Although a cumulative demand on the LAFD and County of Los Angeles Fire Department services would occur, cumulative project impacts on fire protection and medical service would be reduced through compliance with existing regulations, including compliance with applicable fire code and building code regulations related to emergency response, emergency access, fire flow, and fire safety requirements. Further, like the project, each related project would be evaluated by the LAFD or County of Los Angeles Fire Department.

Like the project, the related projects located in the City of Los Angeles and City of West Hollywood would contribute to funding fire protection services in each City by generating annual revenue from property taxes that would be deposited into the Cities' general fund. A percentage of the general fund monies could be used to fund the construction of future fire stations and the hiring of more firefighters. Therefore, cumulative impacts on fire protection and emergency medical services would be less than significant.

D. Police Protection – Construction

Construction of the project would not normally require services from the LAPD, except in the case of trespassing, vandalism, and/or theft. Such activities at a construction site are occasional and do not typically place substantial demands on LAPD services that would require new or expanded facilities. Further, prior to construction emergency access points would be approved by the LAPD. Further, per Project Design Feature J.2-1, temporary fencing would be installed to prevent public entry and theft. During the construction period, the project applicant would retain the services of a private security firm to monitor the project site, as specified by Project Design Feature J.2-2, and prevent public access and theft, reducing the need for police protection services.

Lane closures and construction related traffic could cause traffic delays and impact police response times in the project area. To minimize traffic impacts associated with construction of the project, a Construction Management Plan would be prepared prior to the start of construction activities and would include standard traffic management measure such as, the use of flag persons to direct traffic, designating alternate routes, and informational signage and/or protection barriers. In addition, emergency response vehicles can use a variety of options for dealing with traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Further, due to the police deployment, police service does not necessarily require travel through congested intersections.

With implementation of Project Design Features J.2-1 and J.2-2, project construction activities would not create service capacity problems or require new or expanded police protection facilities, and/or impede emergency response. Construction impacts would be less than significant.

E. Police Protection – Operation

Development of the project would increase the permanent residential population and result in an increase in demand for police protection services, above that which is

currently required. The proposed residential and commercial uses are expected to create the standard range of police service calls like other mixed-use buildings.

(i) Hollywood Station Capacity

Although the LAPD does not maintain minimum officer-to-population ratio objectives, the data is a useful metric for gauging the impact a project might have on service levels and response times. Currently, the officer-to-resident ratio for the Hollywood Station is 1 officer per 352 residents (2.84 officers/1,000 residents). Thus, to maintain the existing ratio with the addition of 640 new residents, an additional 1.82 officers would be needed. The Hollywood Station has 365 sworn police officers. The additional officers needed to maintain the existing ratio represents a 0.5 percent increase over current staff levels. The increase in the property and sales tax contributions associated with the project could help to fund the two new officers needed to maintain the existing office-to-population service ratio. Further, due to the minimal increase in the number of officers needed to maintain the existing service levels, the new officers could be staffed at the Hollywood Station Consequently, the demand for additional officers to maintain current resident service ratios would not require the expansion, consolidation, or relocation of the Hollywood Station.

(ii) Security and Design Features

An average of 28.8 crimes were committed per 1,000 persons in the Hollywood Area. The 646 persons generated by the project would equate to an increase of 18.6 crimes per year. The most common crimes in the Hollywood Area are “Burglary from Vehicles” and “Personal/Other Theft.” To reduce the number of crimes occurring in the project area, Project Design Feature J.2-3 would require that the project include controlled access to the on-site parking and on-site security personnel. In addition, Project Design Feature J.2-4 would require the project design to incorporate security features outlined in the LAPD "Design Out Crime Guidelines: Crime Prevention Through Environmental Design.” The implementation of these design guidelines would reduce the probability of a crime occurring during operation of the project.

Prior to operation of the project, the project applicant would provide the LAPD with a site map, highlighting access routes and any additional access information as requested by the LAPD, to facilitate police response. Emergency access to the project site would be provided by the existing street system.

While operation of the project would increase the number of employees and residents in the project area, the provision of on-site security features, coordination with LAPD, and incorporation of crime prevention features would reduce project operation impacts to a less than significant impact. Thus, operation of the project would not require the provision of new or physically altered police stations to maintain acceptable service ratios or other performance objectives for police protection. Impacts would be less than significant.

F. Police Protection - Cumulative Impacts

The addition of residents and employees, as a result of the project and related projects, could result in cumulative impacts on police services and facilities, as it is anticipated that demands for police services in the project area would increase above current levels upon buildout of the project and related projects.

A total of 118 related projects have been identified in the project area. Of the 118 related projects 14 projects are in the City of West Hollywood. These projects would be served by the Los Angeles County Sheriff Department. The remaining 104 related projects are in the City of Los Angeles and, like the project, would be served by the LAPD Hollywood, Olympic, and Wilshire stations. The cumulative projects located in the City of Los Angeles would generate approximately 32,965 residents and 11,670 housing units. The related projects would require an additional 94 officers to maintain the existing ratio and future demand. The cumulative projects located in the City of Los Angeles would generate approximately 36,158 employees. While some of the related projects would be served the LAPD Olympic and Wilshire Stations, to estimate cumulative impacts, the ratio of crimes per person for the Hollywood Area is used. An average of 28.8 crimes were committed per 1,000 persons in the Hollywood Area. Therefore, the cumulative population increase of approximately 69,123 persons would equate to an increase of approximately 1,991 crimes, or an 18 percent increase, compared to the 10,763 crimes in the Hollywood, Olympic, and Wilshire Areas.

The three LAPD stations (Hollywood, Olympic, and Wilshire), that would serve the project site and the related projects located in the City of Los Angeles, employ approximately 872 total officers. The addition of 94 officers to maintain the existing ratio represents a 10.8 percent increase over existing staffing levels. Based on the related projects information, impacts to the Department's services would be potentially significant unless staffing levels and equipment are increased proportionately. Any new or expanded police station would be funded via existing mechanisms to which the project and related projects would contribute.

Related projects in both the City of West Hollywood and City of Los Angeles would be subject to discretionary review on a project-by-project bases by the LAPD or the Los Angeles County Sheriff Department to ensure that sufficient security measures with respect to lighting, landscaping, building access and visibility, street circulation, building design and defensible space are implemented to reduce potential impacts to police protection services. Like the project, related projects would generate revenue to the City's general fund that could be used to fund LAPD and Sheriff expenditures to offset the cumulative incremental impact on police services. Further, larger projects would be likely to have on-site safety features like those of the project that would reduce demands on police services.

As the project would not result in a substantial incremental contribution to the cumulative demand for police protection services, the project's contribution to cumulative impacts on police protection services would not be considerable.

G. Schools – Construction

Construction workers are not anticipated to relocate to the project area and thus would not impact existing school facilities. The nearest school, Bancroft Middle School is located approximately 0.2 miles southeast of the project site. Construction vehicles would access the project site via Santa Monica Boulevard and would not pass by Bancroft Middle School. No construction-related impacts would occur to the nearby schools.

H. Schools - Operation

The project is expected to generate approximately 163 students (94 elementary students, 23 middle school students, and 46 high school students). The project buildout year is projected to be 2019. The District projects student attendance totals for each school in five-year increments. Operation of the project would cause Gardner Elementary School to operate above the school's design capacity by 116 students. Bancroft Middle School and Hollywood High School would continue to operate below each school's design capacity by 529 and 1,207 students, respectively.

While the number of project-generated students that would attend an LAUSD school serving the project site could be less than the total number of students projected in this analysis, the project could result in potentially significant impacts to Gardner Elementary School. The project applicant would be required to pay all school fees a prior to issuance of a building permit, which as provided by state law would fully mitigate the impact of the project. Therefore, impacts to schools within the vicinity of the project would be less than significant.

I. Schools – Cumulative Impacts

A total of 118 related projects have been identified in the project area. The related projects, including those located in the City of West Hollywood, would be served by LAUSD schools. LAUSD's facility planning assumptions are based on overall demographic trends, and although not specifically based upon new development projects, are intended to address changes in student enrollment associated with area population trends from various sources, including new development. Implementation of the project in conjunction with the related projects would generate approximately 12,590 housing units and approximately 37,519 employees. This would lead to an increase in 10,805 elementary school students, 2,701 middle school students, and 5,403 high school students, for a total of 18,909 students.

As with the project, the related projects would be required to pay the appropriate education facilities fees which would mitigate impacts to public schools. Paying all applicable school fees would provide full and complete mitigation of any impact on school facilities impacts. As the project would not result in a substantial incremental contribution to the cumulative demand for school services, the project would not have a cumulatively considerable impact to schools

J. Parks – Construction

While construction of the project would result in a temporary increase of people accessing the project site, construction workers are not likely to relocate to the project area and thus would not use the surrounding parks and recreation facilities. As such, construction related impacts on parks and recreation facilities would be less than significant.

K. Parks – Operation

Development of the project would increase the population in the project area by 640 residents, increasing the demand for parks and recreation facilities. While, the project would include 15,000 square feet of ground-floor neighborhood-serving commercial uses, future employees are not likely to visit the surrounding parks and recreation

facilities during work hours. Thus, the number of future employees were not included in determining parks and recreation facilities impacts.

The project includes 31,869 square feet of open space including courtyards, a 6th level deck, pool, spa, gym, clubroom, and private open space. The project is required to provide 25,850 square feet of open space based on LAMC requirements. The project would provide an additional 6,019 square feet beyond what is required.

It is anticipated that residents would primarily use the on-site open-space and recreation facilities to meet their recreational needs. However, as the project site is located in an underserved parkland area, the population increase associated with the project would generate additional demand for parks and recreation facilities in the project area. The project applicant would be required to pay in-lieu Finn or Quimby Fees prior to issuance of a building permit, which would be used to provide new or expanded parks and recreation facilities in the project area. Therefore, the project's impacts to parks and recreation facilities would be less than significant.

L. Parks - Cumulative Impacts

The addition of residents as a result of the project and related projects could result in cumulative impacts on parks and recreation facilities, as it is anticipated that demands for parks and recreation facilities in the project area would increase above current levels upon buildout of the project and related projects.

A total of 118 related projects have been identified in the project area. Of the 118 related projects, 14 projects are in the City of West Hollywood and would be served by the City of West Hollywood Recreation Services Division. However, residents of residential projects can use parks in the local area, and could cross jurisdictional boundaries between West Hollywood and Los Angeles. The City of West Hollywood has established fees that apply to new development projects such as the Quimby Fee that would fund a fair share contribution to park and recreation uses. Related projects located within the City of Los Angeles would be served by LADRP. The cumulative projects located in the City of Los Angeles would generate approximately 32,965 residents and 11,670 housing units. Future employees working in the project area are not likely to use the parks and recreation facilities and therefore, would not contribute to the future demand on parks and recreation facilities.

Depending on their location, the related projects could be served by the parks and recreation facilities that would also serve the project, as well as other LADRP facilities. In accordance with the DRP parkland acreage standards, the cumulative residential population increase is estimated to generate a need for a total of 131.9 acres of additional neighborhood and community parkland and 197.8 acres of regional parkland.

The increase in demand on parks and recreation facilities would be evaluated on a project-by-project basis. The extent to which the applicable residential related projects include parks/recreational amenities is unknown. However, each residential project in the City of Los Angeles must comply with the City's Parks Fee or Quimby Ordinance. In accordance with the CEQA Guidelines, a project's contribution to cumulative impacts is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure designed to alleviate the cumulative impact. Thus, compliance with the LAMC parks and recreation facilities in-lieu fees would mitigate potential parks and recreation facilities impacts to a less

than significant level. As the project would not result in a substantial incremental contribution to the cumulative demand for parks and recreation facilities, the project would not have a cumulatively considerable impact to parks.

M. Libraries – Construction

While construction of the project would result in a temporary increase of people accessing the project site, construction workers are not likely to relocate to the project area and thus would not use the surrounding library facilities. As such, construction related impacts on library services would be less than significant.

N. Libraries – Operation

Development of the project would increase the population in the project area by 640 residents, increasing the demand for library services. While the project would include 15,000 square feet of ground-floor neighborhood-serving commercial uses, future employees are not likely to visit the surrounding libraries during work hours. Thus, the number of future employees were not included in determining library impacts.

The project site is served by six nearby LAPL branches, as well as the West Hollywood Library which is operated by the County of Los Angeles. The LAPL Durant branch is located 0.8 miles to the northwest and is the closest library to the project site. The City has adopted a service criterion based on floor area required to serve varying sizes of residential populations. Based on the project's projected residential population of 640 residents and the existing Durant branch service population of 35,657, the future service population would be 36,297. The Durant branch future service population would be below the 45,000-person threshold, and a 12,500-square foot branch (the size of the Durant branch) is appropriate.

While there are no plans for improvements to add capacity through expansion to any identified branch or build any new libraries in the area, Measure L funds have restored service on Mondays and two evenings a week at all 73 LAPL libraries. Further, potential significant impacts would be minimized as it is likely that the residents of the project would have individual access to internet service, which provides information and research capabilities that studies have shown reduce demand at physical library locations. For these reasons, it is not anticipated that the project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios or other performance objectives for library services. Consequently, impacts to library service would be less than significant.

O. Libraries – Cumulative Impacts

The addition of residents as a result of the project and related projects could result in cumulative impacts on library services, as it is anticipated that demands for library services in the project area would increase above current levels upon buildout of the project and related projects.

A total of 118 related projects have been identified in the project area. Of the 118 related projects, 14 projects are located within the City of West Hollywood, and would be served by the County of Los Angeles Public Library West Hollywood branch. The cumulative projects located in the City of Los Angeles would generate approximately

32,965 residents and 11,670 housing units. Future employees working in the project area are not likely to use library facilities and therefore, would not contribute to the future demand on library services.

Depending on their location, the related projects in the City of Los Angeles would be served by the six LAPL libraries that would also serve the project. In addition, a number of the related projects would be served by the Pio-Pico Koreatown Branch. The increase in demand on library facilities would be evaluated on a case-by-case basis. Related projects would generate revenue to the City's and County's general funds that could be used to fund LAPL and the County of Los Angeles Public Library West Hollywood branch expenditures to offset the cumulative incremental impact on library services. As such, cumulative impacts would be less than significant.

P. Project Design Features

The City finds that the Project Design Features J2-1 to J.2-4, incorporated into the project, reduce the potential aesthetics impacts of the project. The Project Design Features were considered in the analysis of potential impacts.

8 Transportation/Traffic

A. Project Trip Generation

Considering the project site is located in a walkable neighborhood with a "walk score" of 92 (meaning that daily errands do not require a car), and is within the vicinity of multiple public transit stops (including bus and rail), as well as bicycle infrastructure, it is anticipated that a percentage of residents, employees, and patrons of commercial uses would make use of these options instead of single occupant vehicles. The project site is within one-quarter mile of the Metro Bus Rapid Stop at La Brea Avenue and Santa Monica Boulevard. A transit trip reduction was estimated as 15 percent for the proposed uses as permitted by LADOT in their Traffic Study Guidelines. As approved by LADOT, the internal trip reduction (residents, employees and visitors patronizing the restaurants and retail) was conservatively estimated at 5 percent.

Many land uses can be visited on the way to or from another main destination point. Generally, the greater the regional draw of a destination, the lower the number of pass-by activities. LADOT has established pass-by credits for several land uses. Larger and renowned venues are most likely to be main destination points. For the project, the Traffic Study utilized a pass-by reduction of 50 percent for the retail space and 20 percent for the restaurant space. This reduction was not taken at the adjacent intersection of Santa Monica Boulevard and Orange Drive because drivers may need to make turning movements at the intersection to access the project's parking entrance.

It is estimated that the project would generate a net increase of 1,010 daily trips to and from the project site, including 78 trips during the AM peak hour and 84 trips during the PM peak hour, as compared to existing uses at the site. This estimate includes credits for the existing automotive services, internal trips, transit/walk trips, and pass-by trips.

B. Project Traffic Distribution

The project site is located along Santa Monica Boulevard, an east-west roadway that is located near La Brea Avenue and Highland Avenue. In addition, the Hollywood Freeway is located approximately one and one third miles northeast of the project site, and the Santa Monica Freeway is approximately three and three-quarter miles to the south. The roadways and freeways provide local and regional access to and from the project site and nearby destination points. Therefore, the Traffic Study assumed that 25 percent of all project trips would occur in each of the four cardinal (north, south, east, west) directions from the project site.

C. Construction

In general, construction activities could have the potential to cause: 1) temporary traffic impacts on motorists traveling near the project site; 2) temporary loss of access for visitors entering or leaving; 3) temporary loss of bus stops or rerouting of bus lines; and 4) temporary loss of on-street parking.

(i) Haul/Delivery Truck Activity

Approximately 78,000 cubic yards of export would be removed from the project site. The greatest number of truck trips would occur during the grading phase with a total of 227 haul trips that would occur per day. The peak project construction truck trips have been multiplied by a factor of 1.5 (truck passenger car equivalents) for a total of 341 truck trips per day during construction. These trips will be dispersed throughout the day with hauling to be conducted outside of the peak commuter travel time periods. With 8 hours of work, this would equate to approximately 43 hourly truck passenger car equivalent trips on the peak hauling day.

As required by Project Design Feature K-2, prior to the approval of project grading permits, the project applicant would submit a CTMP that discloses street closure information, detour plans, haul routes, and staging plans. In addition, the CTMP would require the project applicant to: a) provide for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways; b) stagger construction activities appropriately to reduce the effect on traffic flow on surrounding roadways; c) reroute construction trucks to reduce travel on congested streets to the extent feasible; d) accommodate all equipment on-site; and e) obtain the required permits for the truck haul routes from the City prior to issuance of any permit for the project. Compliance with the measures contained in the CTMP would ensure that traffic impacts during construction are less than significant.

(ii) Construction Worker Trips and Parking

In general, the hours of construction typically require workers to be on-site before 7 AM before the weekday morning commuter peak period and allow them to leave before or after the afternoon commuter peak period of 4 PM to 6 PM. Saturday construction activity would occur outside of the typical weekend midday peak period. Therefore, most of construction worker trips would occur outside of the typical weekday commuter per periods and weekend midday peak period.

The CTMP would prohibit construction-related vehicles from parking on surrounding public streets. Adequate parking for construction workers would be provided at a designated offsite location and workers shuttled to the project site until the project garage is sufficiently completed and usable for construction worker parking. Thus,

construction workers and vehicles would not reduce the availability of spaces on streets surrounding the project site.

(iii) Temporary Traffic Impacts

Any delays from additional construction traffic and/or construction activities at locations other than the streets adjacent to the project site would not be substantial. Certain construction activities such as roadway improvements, utility relocation or extension, and drainage facility reconstruction could require temporary lane closures, which would in turn temporarily reduce existing street capacity, but such impacts would be short-term in duration. No street closures would be required.

The impacts of construction activity on the overall transportation system would be temporary in nature and would cause minimal interruption to the regular operation of the facilities surrounding the project site. Impacts on traffic associated with construction are typically considered short-term impacts and not significant. Therefore, project construction traffic impacts would be less than significant.

(iv) Access and Safety Impacts

Construction of the project would be largely contained within the project site and would not affect adjacent street access. In addition, implementation of the CTMP would ensure the adoption of safety procedures creating a safe environment for those accessing the site during project construction. As such, impacts would be less than significant.

(v) Bus/Transit Impacts

With the implementation of safety procedures and other controls set forth in the CTMP, construction would not create hazards for roadway travelers or bus riders. No bus stops would be relocated, and no bus lines would be rerouted due to project construction, and impacts would be less than significant.

(vi) On-Street Parking Impacts

Certain construction activities such as roadway improvements, utility relocation or extension, and drainage facility reconstruction could require temporary loss of on-street parking. However, such impacts would be short-term in duration. As such, impacts related to on-street parking would be less than significant.

(vii) Bicycle/Pedestrian Impacts

The CTMP would provide safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers. With the implementation of safety procedures and other controls set forth in the CTMP, construction would not create any hazards to pedestrians and bicyclists, and impacts would be less than significant.

D. Operation

(i) Existing Plus Project Traffic Conditions

Traffic generation for Existing Plus Project Conditions were calculated and compared to the applicable thresholds of significance. Based on LADOT's established

significance criteria, no significant impacts would occur when the project's traffic generation is added to existing traffic conditions. The intersection of Melrose Avenue/Highland Avenue would continue to operate at Level of Service (LOS) F during the AM Peak Hour and LOS E during the PM Peak Hour. In addition, the intersection of Santa Monica Boulevard/Highland Avenue would continue to operate at LOS E during the PM Peak Hour. Project Design Feature K.3 requires the implementation of a Traffic Demand Management (TDM) program. These TDM measures could reduce the number of vehicles travelling to and from the project site, including the number of vehicles travelling through the intersection of Melrose Avenue/Highland Avenue and Santa Monica Boulevard/Highland Avenue. No changes would occur to the AM/PM Peak Hour LOS at any of the study intersections, and traffic impacts would be less than significant.

(ii) Future Without Project Conditions

To evaluate the potential traffic impacts at the time of project buildout, it is necessary to first estimate and analyze future traffic conditions without the project. The year selected for this analysis is 2019, the expected year of completion of the project. Future traffic projections were projected using two factors, ambient growth and ongoing and continued development. Ambient traffic growth occurs on both a local and regional basis due to many reasons, including but not limited to increases in population and economic factors such as new job opportunities. Based on the analyses of the traffic growth trends in the project study area, LADOT determined that an annual traffic growth factor of one percent is appropriate. The ambient traffic growth factor, compounded annually, was applied to all existing year traffic volumes for each of the study intersections to develop the future baseline traffic volumes.

The second component of future growth relates to specific development projects located in the project study area that are either under construction, approved, or under formal planning consideration and could be operational by the year 2019. A list of proposed development projects that could affect traffic conditions in the project area was based on information obtained from a variety of sources including LADOT, the City of Los Angeles Department of City Planning, and the City of West Hollywood. The potential future traffic growth at each study intersections was determined for the project buildout year by adding the existing traffic volume, ambient traffic growth of one percent per year, and traffic from the other cumulative development projects.

(iii) Future With Project Conditions

The combination of future traffic volumes along with ambient traffic growth would result in nominal incremental changes at the study intersections during the AM and PM peak hours, but would not result in a change to the LOS at any of the study intersections. Based on LADOT's established significance criteria, no significant impacts would occur when the project's traffic generation is added to existing traffic conditions. Further, the project would be required to implement a TDM plan that would include measures that could reduce the number of vehicle trips to and from the project site. Thus, no significant traffic impacts are projected to occur at the study intersections as a result of future project generated and related projects traffic.

(iv) Congestion Management Program

The Los Angeles County Congestion Management Program (CMP) Traffic Impact Analysis (TIA) Guidelines require that intersection monitoring locations must be

examined if the project will add 50 or more trips during either the AM or PM weekday hours. In addition, the CMP TIA Guidelines require that mainline freeway monitoring stations be analyzed where the project will add 150 or more trips in either direction during either AM or PM weekday peak hours.

The intersection of Santa Monica Boulevard/Highland Avenue is the nearest CMP intersection. This intersection is projected to operate at LOS F during the morning and evening peak hours in the Future Without Project Condition. An increase of less than one percent is estimated as the project's incremental impact at this intersection, which is below the threshold for a potential CMP intersection impact. Therefore, impacts would be less than significant.

The Hollywood Freeway is approximately one and one-third miles northeast of the project site. It is anticipated that no more than 20 percent of the project traffic volumes would be using any one segment of the freeway system. The maximum number of project-generated trips on any one freeway then would be 17 vehicles during the peak hours. Therefore, project-related traffic would be below the CMP 150 trip freeway threshold, and no significant CMP freeway impact would occur.

(v) Neighborhood Traffic Impacts

A local street analysis was conducted to determine the potential cut through traffic impacts on local residential streets that can result from a commercial project.

Future With project conditions along the street segments were evaluated similar to the intersection analysis. A two percent per year ambient growth rate to reflect growth and related project volumes was added to the existing traffic volumes for the Future Without project conditions. The project traffic was then added to the Future Without Project traffic conditions to determine the Future With project traffic conditions. A comparison of the Future Without Project and Future With Project conditions was then conducted to determine the percentage of traffic increase along each of the segments attributable to the project. The project would not exceed the established significant impact criteria along any of the evaluated street segments. Therefore, traffic related impacts to the surrounding local streets would be less than significant.

E. Project Design Hazards

The project does not include any sharp curves, dangerous intersections, or incompatible uses. The project would have two full access driveways: 1) a driveway from Mansfield Avenue on the east side of the project site; and 2) a driveway from Orange Drive on the west side of the project site. No hazardous sight distance situations would result from project development in accordance with City specifications for sidewalks and building setbacks. Therefore, project impacts related to hazardous roadway features would be less than significant.

F. Emergency Access Impacts

Under Project Design Feature K.2, the project applicant would be required to submit a CMTP prior to the start of any construction activities and provide for temporary traffic controls to ensure adequate emergency access to all residences and businesses adjacent to the roadways impacted by the project's construction activities. Therefore, any potential access impacts from project-related construction would be reduced to a less than significant level.

Emergency vehicle access to the project site is provided via local roadways. The project's design would be required to comply with Department of Building and Safety and Los Angeles Fire Department's (LAFD) access requirements.

The LAFD's ability to provide adequate fire protection and emergency response services to a site is also determined by the degree to which emergency response vehicles can successfully navigate the given access ways and adjunct circulation system, which is largely dependent on roadway congestion and intersection LOS along the response route. The routes between Fire Station serving the project site and the project site include the following major roadways that would most likely be utilized in the event of an emergency at the project site: Santa Monica Boulevard; Highland Avenue; La Brea Avenue; Fountain Avenue; Cole Avenue; and Gardner Street. Santa Monica Boulevard/Highland Avenue and Melrose Avenue/Highland Avenue, intersections along potential LAFD response routes, operate at LOS E or F during peak commuting hours. The project vehicle trips at these two intersections would not significantly impact either intersection during either peak hour. In addition, project traffic in conjunction with the traffic from the related projects and ambient growth would not significantly impact any intersection during the AM or PM Peak Hours.

The project applicant would consult with neighboring land uses and prepare an emergency response plan for the project which would 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. It is anticipated that the proposed access plan would provide adequate access to and from the project site in the event of an emergency. Nonetheless, the project applicant is required to submit the proposed plot plan for the project to the LAFD for review for compliance with applicable Los Angeles Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, thereby ensuring that the project would not create any undue fire hazard or emergency access obstacle. Therefore, the project would not result in any significant impacts related to emergency access.

G. Consistency with Public Transit, Bicycle, and Pedestrian Plans and Facilities

(i) Public Transit Plans and Facilities

The project is located in an area currently served by public transit, including bus and light rail service. The closest stop to the project site are provided at Santa Monica and Orange Drive for the Metro Line 4/704. The project is estimated to generate 49 daily transit trips, including 4 in each peak hour. As current bus ridership has exhibited a decline over the past six years, the existing bus lines would be able to accommodate the increase in transit trips. The Metro Red Line, which operates between Downtown Los Angeles and North Hollywood, operates a stop at Hollywood Boulevard and Highland Avenue, approximately one mile from the project site. As there is adequate capacity on the bus and rail lines to accommodate the project's additional transit trips, impacts would be less than significant.

(ii) Bicycle Plans and Facilities

The project area does not currently have public bicycle amenities such as bike lanes. Therefore, project construction would not affect any existing facilities. Los Angeles Municipal Code 12.21 requires new projects to provide bicycle parking spaces. The

project would provide, at a minimum, 270 bicycle parking spaces, which is the required number of short term and long-term bicycle parking spaces required by the LAMC. In addition, the project would be consistent with the bicycle policies included in the City's Mobility Plan.

(iii) Pedestrian Facilities

Pedestrian facilities around the project site include sidewalks, crosswalks, and pedestrian safety features. Approximately 8- to 12-foot sidewalks are present adjacent to the project site. While project construction could result in the temporary closure of adjacent sidewalks, all closures would be coordinated with the City and alternate pedestrian signage and accommodations would be provided. As sidewalk closures would be temporary, impacts to pedestrian facilities during construction would be less than significant. In addition, the relationship between the project and the pedestrian streetscape has been enforced with corner glass pavilions, which provide a transparent interior-exterior relationship, and a landscaped sidewalk which in addition to the retail shops, would encourage pedestrian activity at the street level along Santa Monica Boulevard. As such, pedestrian connectivity would be improved with the project when compared to existing conditions, and impacts would be less than significant.

(iv) Conflict with Adopted Multi-Modal Policies, Plans, or Programs

The project would be consistent with existing City policies regarding alternative transportation. The project is located in an area currently served by public transit, including bus and rail service. In addition, the project would improve the pedestrian streetscape and provide the required number of short and long-term bicycle parking spaces. Therefore, implementation of the project would not conflict with adopted polices, plans, or programs regarding public transit, and/or bicycle/pedestrian facilities. Impacts would be less than significant.

H. Cumulative Impacts

The construction and operation of the project and related projects could result in cumulative impacts to the existing transportation system. A total of 118 related projects were identified in the study area. Of the 118 related projects, 14 projects are in the City of West Hollywood.

(i) Construction

Cumulative construction impacts could occur if construction traffic from related projects would impact the same streets and access points as the project. There are no related projects within the immediate vicinity of the project site. The closest related projects are located one-quarter mile east of the project site along Santa Monica Boulevard and one-quarter mile southwest along La Brea Avenue. Therefore, it is unlikely that the project would combine with another related project to result in cumulative traffic impacts during construction. In addition, as necessary, each related project would also be required to implement a CTMP, like the project, which would include street closure information, detour plans, haul routes, and staging plans, and formalizes how construction out and identifies specific action that would be required to reduce effects on the surrounding community. The CTMP would also address parking for construction workers and other construction-related vehicles as well as

the relocation of any bus stops or routes, as necessary. Therefore, cumulative traffic impacts during construction would be less than significant.

(ii) Operation

The Traffic Study incorporates forecasted traffic increased associated with ambient growth and the 118 related projects. As noted above, the project would not create significant traffic impacts at any of the analyzed study intersections under Future with project conditions during the AM or PM Peak Hours. In addition, the project would result in less than significant impacts with respect to public transit, bicycle and pedestrian facilities, and access, and therefore, would not contribute to a cumulative impact with respect to these issues. Like the project, each related project would also be evaluated on an individual level against applicable thresholds related to CMP consistency, public transit, bicycle and pedestrian facilities, and access. Thus, the project would result in a less than significant cumulative traffic impact.

J. Project Design Features

The City finds that Project Design Features K.1 to K.3, which are incorporated into the project and incorporated into these Findings as fully set forth herein, reduce the potential traffic impacts of the project related to Transportation/Traffic. These project design features were considered in the analysis of potential impacts.

9 Utilities and Service Systems

A. Wastewater

(i) Construction

During construction, a negligible amount of wastewater would be generated by construction employees. Portable on-site sanitation facilities would be provided by a private company and the waste would be properly disposed of offsite. No new connections to the public sewer system would be required during construction of the project. As such, wastewater generated during project construction activities would not enter the local conveyance system and thus would not affect sewer line capacities in the area. Given the temporary and limited level of wastewater generation during construction, the project would not exceed the capacity of any wastewater treatment plant. Further, wastewater flow generated on the project site during construction of the project would be serviced at approved disposal facilities and/or treatment plants and would be treated according to the treatment requirements of the Los Angeles Regional Water Quality Control Board.

Construction activities associated with upsizing and/or connection to existing lines would not result in significant impacts, as the construction activities would be temporary. Construction related impacts to the existing wastewater infrastructure and facilities would be less than significant.

(ii) Operation

The project site is currently developed and served by an existing wastewater conveyance system. Existing uses on the project site generate approximately 5,466 gallons per day (gpd) of wastewater flow. The project would generate a net total of approximately 20,649 gpd of wastewater. The Hyperion Treatment Plan (HTP), which

treats wastewater from the project site, is designed to process up to 450 million gallons per day (mgd) of wastewater. The HTP is currently processing 362 mgd of wastewater, thus an additional 88 mgd of wastewater could be processed at this facility. The 20,649 gpd net increase in wastewater over the existing project site conditions represents approximately 0.024 percent of the remaining capacity at the HTP. Further, as part of the normal building permit process, BOS would be required to confirm that the HTP and local trunk lines have sufficient capacity to accommodate the project's projected wastewater flows. If the surrounding sewer line capacity is determined to be insufficient, the project applicant would be required to construct and finance the necessary improvements to convey the wastewater to a point with sufficient capacity. In addition, the project applicant would also be responsible for any necessary sewer connection fees. After completion of the required improvements, a final approval of the sewer capacity would be provided, as well as a connection permit. Further, the City's implementation of the Sewer Allocation Ordinance assures that sufficient capacity is available at the HTP at the time a building permit is issued by the City. Therefore, impacts would be less than significant.

(iii) Cumulative Impacts

Of the 118 related projects, 14 projects are in the City of West Hollywood. Wastewater generated by the related projects located in the City of West Hollywood would be disposed of by the West Hollywood Public Works Department.

Construction activities associated with upsizing and/or connection to existing lines would not result in significant impacts, as the cumulative construction activities would be temporary.

The related projects in the City of Los Angeles, in combination with the project, would generate approximately 2.90 mgd of wastewater, with the project accounting for approximately 0.71 percent of the projected increase in wastewater generation. Wastewater generated by the related projects located in the City of Los Angeles would be treated at the HTP. As discussed above, the HTP has a remaining capacity of 88 mgd of wastewater. The amount of cumulative wastewater flow would be within the design capacity of the HTP, representing about 3.3 percent of the remaining capacity. As such, the project's incremental effect on cumulative impacts to wastewater treatment capacity would not be cumulatively considerable, and cumulative wastewater impacts would be less than significant.

B. Water

(i) Construction

Construction of the project would occur in stages over an approximately 18-month period. Construction activities requiring water would be short-term and temporary in nature. Thus, construction activities would require minimal water consumption and would not be expected to have an adverse impact on available water supplies or existing water distribution systems. Therefore, impacts on water supply for construction would be less than significant.

Prior to the issuance of grading/building permits and as part of the normal building permit process, the City would determine if the existing water supply infrastructure maintains sufficient capacity to accommodate the project's projected water demands. If a deficiency or service problem is discovered during the permitting process the

project applicant shall fund the required upgrades to adequately serve the project. All new on-site water infrastructure would be installed in accordance with City regulations. Water main and related infrastructure upgrades would not be expected to create a significant impact to the physical environment because: 1) any disruption of service would be of a short-term nature; 2) replacement of the water mains would be within public and private rights-of-way; and 3) the existing infrastructure would be replaced with new infrastructure in areas that have already been significantly disturbed.

The project applicant would pay for needed upgrades, and proper notification of the LADWP customers would be provided if a temporary disruption to water service were to occur. While, the replacement or expansion of the existing infrastructure could result in temporary partial public street closures, a CTMP would be adopted to direct traffic flow during construction activities, including during the potential water upgrade activities near the project site. Therefore, construction related impacts would be less than significant.

(ii) Operation – Water Demand

Construction of the project would increase water demand compared to existing conditions. Operation of the project would require 23,994.22 gpd (0.024 mgd). The Los Angeles Aqueduct Filtration Plant (LAAFP) currently has the capacity to treat and convey approximately 600 mgd. The current average annual flow is approximately 278 mgd. The project's net increase of 0.024 mgd would be accommodated within the LAAFP's existing treatment capacity. Therefore, the project would not require the construction or expansion of new water treatment facilities that could cause a significant environmental effect.

(iii) Operation – Water Supply

Projects that conform to SCAG's RTP demographic projections and are in the City's service area, are considered to have been included in LADWP's water supply planning efforts, including the Urban Water Management Plan (UWMP). Therefore, projected water supplies would meet projected demands. Additionally, given the project's incremental increase in water consumption, compared to existing conditions, and compliance with applicable water conservation ordinances and regulations, the project would not require or result in the construction of new water treatment facilities.

The project would comply with the Governor's Executive Order on drought conditions, which prohibits new homes and developments irrigated with potable water unless water-efficient drip irrigation systems are used, and ban watering of ornamental grade on public street medians. The project would also comply with the California Building Standards Commission requirements for irrigation systems. The project would be subject to the City of Los Angeles Low Impact Development Ordinance and to implement Best Management Practices that have stormwater recharge or reuse benefits for the project as applicable. Additionally, under Project Design Feature L.2-1, the project would implement the water saving features. Therefore, as the project would comply with the existing regulations and the LADWP would be required to service the project, impacts related to the project's water demand are less than significant.

(iv) Fire Flow Requirements

The LADWP Water Operations Division would perform a detailed fire flow study at the time of permit review to determine whether further water system or site-specific improvements would be necessary. Hydrants, water lines, and water tanks would be installed per Fire Code requirements. In addition, the project applicant would be required to submit the project's plot plans to the LAFD for review to ensure the project complies with the applicable Los Angeles Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, thereby ensuring that the project would not create any undue fire hazard.

The LADWP's existing water supply would be able to serve the project's operational water needs. All infrastructure improvements would be built to the LADWP and Los Angeles City Plumbing Code standards. Accordingly, the project design would include improvements, if necessary, that comply with the LADWP standards and LAFD requirements. Furthermore, the Water Operations Division of the LADWP would perform a detailed fire flow study at the time of permit review to ascertain compatibility between the water system and site-specific improvements, as is standard practice. As part of the normal building permit process, the LADWP would confirm that there is sufficient capacity in the local water infrastructure to accommodate the project's water needs. If a deficiency or service problem is discovered during the permitting process, the project applicant shall fund the required upgrades to adequately serve the project. Existing regulations would ensure that the project's impacts to the water conveyance system would be less than significant.

(v) Water – Cumulative Impacts

The construction and operation of the project and related projects could result in cumulative impacts to water supply, infrastructure, and facilities. A total of 118 related projects were identified in the study area. Of the 118 related projects, 14 projects are in the City of West Hollywood. The City of West Hollywood receives potable water from the LADWP and the City of Beverly Hills. Due to the location of the related projects, all the projects would be serviced by the LADWP.

(a) Construction

Related projects would involve construction activities requiring water, which would be short term and temporary in nature. Thus, construction activities would require minimal water consumption and would not be expected to have an adverse impact on available water supplies or existing water distribution systems. Cumulative construction related impacts to the existing wastewater infrastructure and facilities would be less than significant.

(b) Operation

(1) Water Demand

The related projects located in the City of Los Angeles in combination with the project would consume approximately 3,537,304 gpd (3.54 mgd) of water, with the project accounting for approximately 0.68 percent of that projected increase in water demand.

The LADWP treatment facilities and supplies would serve the project's water needs. The maximum water treatment capacity at LAAFP is 600 million gallons per day. The current average annual flow through LAAFP is approximately 278 million gallons per day. The total cumulative water demand would be approximately 3.54 mgd. This demand would be much less than the existing available capacity of the LAAFP.

(2) Water Supply

As set forth in the UWMP, LADWP anticipates its projected water supplies will meet demand through the year 2040, including anticipated growth projections and demographic changes. In terms of the City's overall water supply condition, the water requirement for any related project that is consistent with the City's General Plan has been considered in the planned growth of the water system. In addition, any related project that conforms to the demographic projections from SCAG's RTP and is located in the service area, is considered to have been included in LADWP's water supply planning efforts, and therefore, projected water supplies would meet projected demands.

Each project would be required to comply with City and State Water Code and conservation programs for both water supply and infrastructure. All related projects would comply with the Governor's Executive Order on drought conditions, which prohibits new homes and developments irrigated with potable water unless water-efficient drip irrigation systems are used, and ban watering of ornamental grade on public street medians. Further, related projects would be required to comply with CEQA and would be evaluated on a case-by-case basis. Therefore, no significant cumulative water supply impact is anticipated from development of the project and the related projects.

In addition, the potential need for the related projects to upgrade water lines to accommodate their water needs is site-specific and there is little, if any, relationship between the development of the project and the related projects in relation to this issue. Therefore, no cumulative water infrastructure impacts or water treatment facilities impacts are anticipated from the development of the project and the related projects.

(3) Fire Flow

Each related project would be evaluated on a case by case basis and required to comply with state and city regulations. The LADWP Water Operations Division would perform a detailed fire flow study of each related project at the time of permit review to ascertain whether further water system or site-specific improvements would be necessary. Hydrants, water lines, and water tanks would be installed per Fire Code requirements. In addition, each related project applicant would be required to submit plot plans to the LAFD for review to ensure that each related project complies with the applicable Los Angeles Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, thereby ensuring that any related project would not create any undue fire hazard.

All infrastructure improvements for the project and related projects would be built to the LADWP and Los Angeles City Plumbing Code standards. Accordingly, the design would include improvements, if necessary, that comply with the LADWP standards and LAFD requirements. As part of the building permit process, the LADWP would confirm that there is sufficient capacity in the water supply and infrastructure to

accommodate the water needs for each of the related projects. If a deficiency or service problem is discovered during the permitting process, each related project applicant shall fund the required upgrades to adequately serve the any related project. Therefore, the cumulative impact of the related projects in combination with the project would be less than significant.

C. Solid Waste

(i) Construction

Demolition of the existing buildings located on the project site, as well as grading and construction of the project would result in an incremental and intermittent increase in construction solid waste disposal at local landfills. The project is projected to generate a total of approximately 4,728 tons of solid waste during demolition and 478 tons of solid waste over its construction period, for a total of 5,206 tons.

During the 18-month construction period project demolition and construction activities would generate an average of approximately 14.46 tons per day (tpd) of construction waste. The project's demolition and construction debris would primarily consist of inert waste and would be recycled in accordance with LAMC Section 66.32, which requires 70 percent of solid waste generated in the City to be recycled.

Assuming a 70 percent diversion/recycle rate, the development of the project would result in the generation of 1,562 tons of construction waste, with an average of 4.3 tpd over the project buildout. The remaining waste would be disposed of in a Class III landfill or a mixed debris recycling facility. The projected total amount of construction waste (after diversion) would equate to 0.1 percent of the existing capacity of the Puente Hills Materials Recovery Facility (Puente Hills), where a majority of the City's demolition and construction waste is sent, and if necessary, the waste could be disposed of at the Azusa Landfill Facility, where it would equate to less than one percent of the daily intake. Thus, as existing landfills and waste facilities have sufficient capacity to handle the projected amount of construction waste, construction related solid waste impacts would be less than significant.

(ii) Operation

The project would generate a net total of approximately 1.05 tpd of solid waste. This total represents a conservative estimate and does not account for any recycling efforts, which the project would be required to implement. Assuming a 76 percent recycling rate (consistent with the amount of waste diverted in the City in 2013), the project would generate a net total of 0.25 tpd of solid waste. The total daily amount of solid waste (not including the 76 percent diversion rate) generated by the project would represent less than one percent of the remaining capacity of the eight landfills and Puente Hills that receive the majority of the City's solid waste.

The project would be required to provide adequate space for disposal of recyclable materials. While landfills have a finite amount of space, proposal for expansions of existing landfills, the opening of new facilities, and the development of technologies would facilitate solid waste disposal facilities and other waste management options to continue to be available to the project. Thus, solid waste generated during operation of the project would result in a less than significant impact.

(iii) Cumulative Impacts

The construction and operation of the project and related projects could result in cumulative impacts to solid waste facilities. A total of 118 related projects have been identified in the project area. Of the 118 related projects, 14 projects are in the City of West Hollywood and would be served by private waste haulers that have contracted with the City of West Hollywood. However, all the related projects would be served by the same landfills that serve the project site.

(a) Construction

The related projects in combination with the project would generate approximately 52,208 tpd of construction solid waste. Cumulative construction of the related projects could happen over two years (at a minimum, given the sizes of some of the larger projects). Therefore, construction would generate approximately 109 tpd of cumulative construction waste. Puente Hills is permitted to accept 4,400 tpd and 24,000 tons per week of municipal solid waste. In 2014, the Puente Hills Intermodal Facility was completed and provides a Materials Recovery Facility/Transfer Station for the Waste to Rails system to the Mesquite Regional Landfill. The Mesquite Landfill can accept 20,000 tpd, with an overall capacity of 600 million tons and a lifespan of 100 years. Using the Waste to Rails system to transfer waste, the Mesquite Landfill would have adequate capacity to accept the cumulative projects' construction waste. If necessary, the waste could also be disposed of at the Azusa Landfill Facility, where it would equate to less than one percent of the remaining daily intake. The cumulative construction debris generated by the project combined with the related projects would constitute a small percentage of remaining inert landfill capacity. As such, cumulative impacts related to disposal of demolition and construction debris would be less than significant.

(b) Operation

The related projects in combination with the project would generate approximately 292.75 tpd of operation solid waste, with the project accounting for approximately 0.4 percent of that projected increase. All related projects located in the City of Los Angeles would be subject to applicable City and County waste diversion goals and polices. Like the project, the related projects would comply with State law requiring that the organic waste generated in the commercial portions (restaurants) be recycled according to the implemented organic waste recycling program. Like the project, the related projects would participate in regional source reduction and recycling programs, further reducing the amount of solid waste to be disposed of at the landfills described above.

There are eight landfills as well as Puente Hills that receive most of the City's solid waste. These sites have a remaining capacity of 36,867 tpd. Therefore, these landfills would be able to accommodate the 292.75 tpd generated by the project in combination with the related projects, with the cumulative demand representing approximately 0.8 percent of the available capacity. In addition, the estimate of cumulative solid waste generation does not account for any reductions related to solid waste diversion. Therefore, the cumulative estimate identified herein is likely conservative, and the ongoing process of improving solid waste facilities and advancing disposal techniques and strategies would further minimize the already less than significant impact on cumulative solid waste generation and disposal.

Furthermore, the related projects would be subject to the source reduction and recycling requirements established by the cities of Los Angeles and West Hollywood in accordance with AB 939. Future projects would be required to participate in recycling programs, thus reducing the amount of solid waste to be disposed of at the landfills described above. Under those conditions, cumulative impacts related to solid waste impacts would not be cumulatively considerable.

D. Energy Conservation

(i) Construction

(a) Electricity Demand

Electricity would be supplied by the LADWP via existing on-site connections. During construction of the project, small quantities of electricity would be necessary to serve construction trailers, power tools, lighting, etc. In general, small power construction tools consume anywhere from 300 to 6,000 watts (0.3 kw to 6 kw), while a standard temporary construction lighting tower comprised of four 1 kw fixtures would consume 4 kw.

Construction activities associated with the project would be limited and temporary. Further, as the current land use consumes 707,860 kw per hour (kwh) annually, construction of the project would generally not result in a net increase in on-site electricity use compared to existing conditions. The project's construction activities would not create electrical system capacity problems or result in the construction of new or expanded electricity facilities.

Electric poles and lines currently run east and west along Santa Monica Boulevard, including along the project site. To meet the operational requirements of the project, the extension of the existing electricity lines would be required in the immediate vicinity of the project site. The project would connect to the existing electrical grid and any construction would be confined on the site. The project would likely require transformer vaults, which are common for buildings of its size. The construction of these vaults is part of the overall building construction and would not constitute unusual or unplanned infrastructure that would cause a significant impact on the environment. Further, the design and sizing of the electrical infrastructure would comply with LADWP regulations. Therefore, construction impacts to the existing electricity infrastructure and sources would be less than significant.

(b) Natural Gas Demand

During construction, natural gas would not typically be consumed on the project site. Natural gas consumed on-site would be limited to the minor amounts of natural gas released during installation, and if necessary the upgrade of the natural gas infrastructure that currently serves the project site. In addition, prior to operation, the project would connect to the existing natural gas lines on the project site. Any extension of the existing natural gas facilities would comply with Southern California Gas Company (SCG) design and sizing requirements and would result in minimal amounts of natural gas being released.

(c) Petroleum-Based Fuel Demand

Demolition, site clearing, grading, excavation, and trenching is projected to take approximately four months. Heavy duty construction equipment needed to complete these activities would include diesel fueled haul trucks, excavators, skid steer loaders, tractors, and water trucks. Heavy duty construction equipment needed during construction of the project would include air compressors, concrete pumps, forklifts, lifts, welders, backhoes, dozers, forklifts, lifts, loaders, and rollers, the majority of which would be diesel fueled. Construction equipment fuels would be provided by local or regional suppliers and vendors.

In addition, fuel would be consumed by construction worker vehicles travelling to and from the project site. Based on the maximum projected number of workers and venders during each phase, the project would use approximately 56,646 gallons of gasoline. In 2012, California consumed a total of 337,666 barrels of gasoline for transportation, which is equivalent to a total annual consumption of 14.1 billion gallons by the transportation sector. Construction of the project would use approximately 35,023 gallons of diesel for the hauling. This would represent 0.0004 percent of the statewide gasoline consumption and 0.0002 percent of the statewide diesel consumption. Further, while construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and cease upon the completion of construction. Therefore, construction-related impacts to petroleum fuel consumption would be less than significant.

Construction of the project would not result in the inefficient consumption of energy resources. Compliance with the existing anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would use of haul trucks with larger capacities, as previously stated.

(ii) Operation

(a) Electricity Demand

Electrical conduits, wiring and associated infrastructure would be conveyed to the project site from existing LADWP lines in the surrounding streets. The project's on-site net electricity demand would be approximately 964,612 kwh/year. Compared to LADWP's projected 2018-2019 total electricity sales the project's electricity consumption would represent approximately 0.004 percent of the forecasted electricity demand. Further, the project's estimated electricity consumption relies on usage rates that do not account for the project's energy conservation features or updates to the Los Angeles Building Code.

The LADWP can supply over 7,640 mw of generation capacity with the highest recorded peak being 6,396 mw. If the project demand of 964 mwh/year in energy were operating at full load for a full year (8,760 hours), the project's demand would be approximately 0.11 mw of power. This represents approximately 0.001 percent of the LADWP's power capacity at existing levels. Thus, there is adequate generation supply capacity to serve the project.

The LADWP's current and planned electricity supplies have the capacity to support the project's electricity consumption. The project would not require the acquisition of additional electricity supplies beyond those that exist and are anticipated by the LADWP. The project applicant would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. Further, the project would be subject to Title 24 requirements, and would also be subject to the regulations included in the City's Green Building Code. Therefore, although the project would create additional demands on electricity supplies and distribution infrastructure, the LADWP would be able to provide electricity to the project site. Based on the above analysis, impacts with regards to electrical supply and infrastructure capacity would be less than significant.

The project's electrical consumption would be reduced through compliance with 2016 Title 24 standards and applicable CALGreen requirements. In addition, Project Design Feature E.1 requires the project to achieve current LEED Silver status, and Project Design Feature L2.1-1 requires implementation of water conservation features, such as high-efficiency clothes washers and toilets. These measures would further reduce the project's energy demand. In addition, LADWP is required to procure at least 33 percent of their energy portfolio from renewable sources by 2020. The current sources procured by LADWP include wind, solar, and geothermal sources. These sources accounted for 20 percent of LADWP's overall energy mix in 2014, the most recent year for which data are available. This represents the available off-site renewable sources of energy that would meet the project's energy demand. Furthermore, the project would comply with Section 110.10 of Title 24, which includes mandatory requirements for solar-ready buildings, and, as such, would not preclude the potential use of alternate fuels. Therefore, the project would not cause wasteful, inefficient, and unnecessary consumption of electricity during operation.

(b) Natural Gas Demand

SCG would provide natural gas service to the project site. The project is estimated to consume approximately 811,640 cf/month (or 27,055 cf/day). In 2016, the SCG retail core peak day demand was estimated at 2,947 million cf/day, slightly higher than the projected 2019 demand of 2,917 million cf/day. The project's 0.027 million cf/day represents approximately 0.0001 percent of the 2019 peak demand. Thus, there is an adequate supply capacity of natural gas. The project's estimated natural gas consumption relies on usage rates that do not account for the project's energy conservation features or updates to the Los Angeles Building Code.

SCG undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service. The project applicant would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. Impacts with regards to natural gas supply and infrastructure capacity would be less than significant.

As discussed above, in addition to complying with applicable regulatory requirements regarding energy conservation, the project would implement project design features to further reduce energy use. Project Design Feature E.1 requires the project to achieve LEED Silver status, which entails implementing conservation features to reduce natural gas usage. Therefore, the project would not cause wasteful, inefficient, and unnecessary consumption of natural gas during operation.

(c) Petroleum-Based Fuel Demand

Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers and vendors. Project-related vehicles would require a fraction of the state's total transportation fuel consumption. Based on the project's estimated VMT, approximately 45,878 gallons of fuel would be required in a year. This would represent approximately than 0.0003 percent of the 2012 statewide gasoline consumption. Additionally, alternative-fueled, electric, and hybrid vehicles, to the extent these types of vehicles would be utilized by visitors to the project site would reduce the project's consumption of gasoline and diesel. Impacts related to petroleum consumption during operation of the project would be less than significant.

The site is located in a High Quality Transit Corridor designated by SCAG, which indicates that the site is an appropriate site for increased density and employment opportunities from a "smart growth," regional planning perspective. The project's proximity to multiple public transit stops, including the Metro Hollywood/Highland Red Line subway station and local Metro bus lines would provide future residents, employees, and visitors with alternative modes of transportation to and from the site, reducing VMT. In addition, the project would be located near commercial uses and employment areas. Furthermore, the project would include 270 bicycle parking spaces; 31 short-term spaces and 239 long term spaces, as well as create a transparent interior-exterior relationship between the building and surrounding area that would encourage pedestrian activity at the street level along Santa Monica Boulevard. Therefore, the project would not cause wasteful, inefficient, and unnecessary consumption of petroleum-based fuel during operation

E. Cumulative Impacts

The construction and operation of the project and related projects could result in cumulative impacts to energy sources and facilities. A total of 118 related projects have been identified in the project area. Of the 118 related projects 14 projects are in the City of West Hollywood and would be served by SCG and Southern California Edison. While the electricity analysis below does not include the related projects located in the City of West Hollywood, as they would not be serviced by the LADWP, the natural gas analysis considers the impacts of all related projects, as all projects would be serviced by SCG.

(i) Construction

Construction of the related projects would not result in the inefficient consumption of energy resources. Compliance with the existing anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption. Cumulative impacts would be less than significant.

(ii) Operation

(a) Electricity Demand

The LADWP would provide electricity to the project site as well as the 104 related projects located in the City of Los Angeles. Implementation of the project in conjunction with these related projects would increase demand for electricity. The

104 related projects, in combination with the project, would consume approximately 181,277,164 kwh/year (or 181,277 mw-h/year) of electricity. This represents approximately 0.5 percent of LADWP's 2018-2019 forecasted electricity demand.

In addition, each of the related projects would be individually evaluated with respect to consideration of energy conservation features that could alleviate electrical demand, including compliance with Title 24 and the Los Angeles Green Building Code regulations. As such, cumulative impacts related to consumption of electricity and the capacity of existing infrastructure would be less than significant.

(b) Natural Gas Demand

Implementation of the project in conjunction with the related projects would increase natural gas demand. All the related projects are served by SCG. The related projects in combination with the project would consume approximately 81,090,937 cubic feet per month (cf/mo) (or 2.703 million cf/day) of natural gas. In 2016, the SCG retail core peak day demand was estimated at 2,947 million cf/day, slightly higher than the projected 2019 demand of 2,917 million cf/day. The cumulative 2.703 million cf/day represents approximately 0.09 percent of the 2019 peak demand. Thus, there is an adequate supply capacity of natural gas. Natural gas demand associated with the project would account for approximately one percent of the cumulative natural gas demand increase. Therefore, the project's contribution to the cumulative natural gas demand would not be substantial.

These rates do not account for energy reduction features employed by the project or related projects. Each of the related projects would be evaluated within its own context with consideration of energy conservation features that could alleviate natural gas demand. Further, all forecasted growth would incorporate design features and energy conservation measures, including those specified under Title 24 requiring building energy efficiency standards. In addition, the related projects located in the City of Los Angeles would be required to comply with the City's Green Building Code which would reduce the impact on natural gas demand. It is also anticipated that future developments would upgrade distribution facilities, commensurate with their demand, in accordance with all established policies and procedures. Therefore, the impact from the project and related projects on natural gas capacity and infrastructure would be less than significant.

(c) Petroleum-Based Fuel Demand

The related projects would generate approximately 187,346 daily trips, and would consume 91,836 gallons per day, or 33.5 million gallons per year. This would represent approximately 0.24 percent of the 2012 statewide gasoline consumption. Additionally, alternative-fueled, electric, and hybrid vehicles, to the extent these types of vehicles would be utilized by visitors to the related projects would reduce the consumption of gasoline and diesel. Cumulative impacts related to petroleum consumption would be less than significant.

F. Project Design Feature

The City finds that Project Design Features L.2-1, which is incorporated into the project and incorporated into these Findings as fully set forth herein, reduces the potential

water impact of the project related to Utilities and Service Systems. This project design feature was considered in the analysis of potential impacts.

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

The following impact area was concluded by the Draft EIR to be less than significant with the implementation of mitigation measures described in the Final EIR. Based on that analysis and other evidence in the administrative record relating to the project, the City finds and determines that mitigation measures described in the Final EIR reduce potentially significant impacts identified for the following environmental impact categories to below the level of significance. Pursuant to Public Resources Code Section 21081, the City finds that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the each of the following significant effects on the environment.

1. Biological Resources

(A) Nesting Species

Development of the Project would require removal of existing trees. Depending on the time of year that the Project Site is developed, nesting birds (which are protected by law) could inhabit the street trees surrounding the Project Site. As such, the Project Applicant would be required to implement Mitigation Measure A-1 to ensure that no significant impacts related to nesting birds would occur. Therefore, impacts would be less than significant

The project site is located in a highly urbanized area of the City and is surrounded by existing development, and therefore it is not expected that the project area contains habitat for any species identified or designated as a candidate, sensitive, or special status species. However, development of the project would require removal of existing trees. Depending on the time of year that the project site is developed, nesting birds (which are protected by law) could inhabit the street trees surrounding the project site. Under Mitigation Measure 4-1, the project applicant would be required to implement one of the following practices:

(i) Time Limited Vegetation Removal

The project applicant would conduct vegetation removal associated with construction from September 1st through January 31st, when birds are not nesting. Additionally, the project applicant could initiate grading activities prior to the breeding season (February 1st through August 31st) and keep disturbance activities constant throughout the breeding season to prevent birds from establishing nests in surrounding habitat (to avoid possible nest abandonment); if there is a lapse in activities of more than five days, pre-construction surveys will be necessary.

(iii) Pre-construction Survey

The project applicant would conduct pre-construction surveys for nesting birds if vegetation removal or grading is initiated during the nesting season. A qualified wildlife biologist would conduct weekly pre-construction bird surveys no more than 30 days prior to initiation of grading to provide confirmation on the presence or absence of active nests in the vicinity (at least 300 to 500 feet around the individual construction site, as access allows). The last survey should be conducted no more than three days prior to the initiation of clearance/construction work. If active nests are encountered, clearing and construction near the nests shall be deferred until the young birds have fledged and there is no evidence of a second attempt at nesting. A minimum buffer of 300 feet (500 feet for raptor nests) or as determined by a qualified biologist shall be maintained

during construction depending on the species and location. The perimeter of the nest-setback zone would be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. Construction personnel would be instructed on the sensitivity of the area. A survey report by the qualified biologist documenting and verifying compliance with the mitigation and with applicable state and federal regulations protecting birds shall be submitted to the City. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.

B. Effect of Mitigation Measure

With implementation of Mitigation Measure A-1, and compliance with all applicable federal, state, and City laws and regulations concerning hazardous materials, project impacts with respect to biological resources would be less than significant.

2. Cultural Resources

A. Archaeological Resources

There are no known archaeological resources within the project site. However, the excavation for the subterranean parking levels has the potential to affect unknown archaeological resources. Implementation of the following standard Mitigation Measure 5-1 would ensure that impacts with respect to archaeological resources are less than significant. If any archaeological materials are encountered during project development, all further development activity shall be halted in the area of the discovery and:

(i) The project applicant would secure the services of an archaeologist by contacting the South Central Coastal Information Center located at California State University Fullerton, or a member of the Society of Professional Archaeologists (SOPA), or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact.

(ii) The archaeologist's survey, study, or report would contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

(iii) The project applicant would comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.

(iv) Project development activities would resume once copies of the archaeological survey, study, or report are submitted to the South Central Coastal Information Center at California State University Fullerton.

(v) Prior to the issuance of any building permit, the project applicant would submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

(vi) A covenant and agreement binding the project applicant to this condition would be recorded prior to issuance of a grading permit.

B. Paleontological Resources

There are no known paleontological resources within the project site. However, the excavation for the subterranean parking levels has the potential to affect unknown paleontological resources. Implementation of the following standard City mitigation measure would be required to ensure that impacts with respect to paleontological resources are less than significant. Implementation of the following standard Mitigation Measure 5-2 would ensure that impacts with respect to paleontological resources are less than significant. If any paleontological materials are encountered during project development, all further development activity shall be halted in the area of the discovery and:

(i) The project applicant would retain the services of a paleontologist by contacting the Center for Public Paleontology – USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum – who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact.

(ii) The paleontologist's survey, study, or report would contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

(iii) The project applicant would comply with the recommendations of the evaluating paleontologist, as contained in the survey, study, or report.

(iv) Project development activities would resume once copies of the paleontological survey, study, or report are submitted to the Los Angeles County Natural History Museum.

(v) Prior to the issuance of any building permit, the project applicant would submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

(vi) A covenant and agreement binding the project applicant to this condition would be recorded prior to the issuance of a grading permit

C. Human Remains

The project site is located in a heavily urbanized area, and is currently developed with automotive uses. The likelihood of encountering human remains on the project site is minimal. In addition, a Scared Lands File search provided by the Native American Heritage Commission revealed no sites found within the project's area of potential effect. However, during the construction and excavation of the project site, there is a possibility that human remains could be encountered. Implementation of the following standard Mitigation Measure 5-3 would ensure that impacts with respect to human remains are less than significant. If any human remains are encountered during project development, all further development activity shall be halted in the area of the discovery and:

(i) The project applicant would contact the County Coroner.

(ii) The Coroner would have two working days to examine human remains after being notified. If the remains are Native American, the Coroner will have 24 hours to notify the Native American Heritage Commission.

(iii) The Native American Heritage Commission would immediately notify the person it believes to be the most likely descendant of the deceased Native American.

(iv) The most likely descendant would have 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave gods.

(v) If the descendant does not make recommendations within 48 hours, the owner would reinter the remains in an area of the property secure from further disturbance.

D. Effect of Mitigation Measures

With implementation of Mitigation Measures A-2 through A-4, and compliance with all applicable federal, state, and City laws and regulations, project impacts with respect to archeological, paleontological, and human remains would be less than significant.

3. Hazards and Hazardous Materials

A. Transport, Use, Storage, Disposal and/or Emissions of Hazardous Materials

(i) Construction Impacts

Construction of the project would involve the temporary transport, use, and/or disposal of potentially hazardous materials, including paints, adhesives, surface coatings, cleaning agents, fuels, and oils. The use of these materials would be temporary and short-term in nature. Additionally, all potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which would ensure that impacts associated with the transport, use, storage, and disposal of hazardous materials are less than significant.

Any emissions from the use of such materials would be minimal and localized to the project site. Construction of the project would be required to comply with applicable regulations concerning the exposure of hazardous substances to rainfall and runoff, as well as the applicable federal and state regulations governing transport, storage, and use of hazardous materials, and applicable provisions of the LAMC. Thus, it is not anticipated that project construction would expose persons to substantial risks resulting from the release of hazardous materials or exposure to health hazards greater than regulatory standards. Impacts associated with the potential release of hazardous substances during construction of the project would be less than significant.

(ii) Operation Impacts

The project would include the development of retail, restaurant, and residential multi-family uses, which would involve the limited use of hazardous materials. Specifically, operation of the residential multifamily uses would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, paints, and pesticides for landscaping. Hazardous materials to be used, stored, and disposed of by the project's commercial uses would vary depending on the commercial use but could include cleaning solvents, waxes, dyes, toners, paints, bleach, grease, and petroleum products. With implementation of hazardous waste reduction efforts through implementation of the City's Green Building Ordinance and through source reduction, recycling, on-site treatment, etc., as well as the proper treatment and disposal of such wastes at licensed resource recovery facilities, the project would not generate significant

amounts of hazardous wastes. Therefore, impacts related to the use of hazardous materials during operation of the project would be less than significant.

The transport of hazardous materials and wastes would occur in accordance with federal and State regulations. In accordance with such regulations, the transport of hazardous materials and wastes would only occur with transporters who have received training and appropriate licensing. Additionally, hazardous waste transporters would be required to complete and carry a hazardous waste manifest. Placarding of vehicles carrying hazardous materials would also occur. Therefore, there would be no impact resulting from the transport of hazardous materials to the project site.

Hazardous waste releases through use or disposal may result in potential injury if exposure takes place and, if not mitigated, results in soil and/or groundwater impacts. Compliance with applicable City, State, and federal regulations related to the handling, storage, transport, and disposal of hazardous materials and waste during operation of the project would ensure that no significant hazard to the public or the environment occurs. Therefore, project related impacts to this issue would be less than significant.

B. Upset Conditions Involving the Release of Hazardous Materials

(i) Asbestos-Containing Material

All thermal system insulation, surfacing material, and asphalt/vinyl flooring that are present in a building constructed prior to 1979 and have not been appropriately tested are Presumed Asbestos-Containing Material (PACM). Because the existing structures on the project site were constructed in 1964 and 1965, PACM is considered present within the structures. Without oversight, approval, and follow-up, implementation of the project could result in a potentially significant impact from the potential exposure of construction workers involved in the demolition and removal of these structures from the site to PACMs. Prior to demolition activities, a PACM investigation of the existing structures would be conducted and all identified asbestos will be abated in accordance with the SCAQMD regulations. Thus, impacts related to PACMs would be less than significant.

(ii) Lead-Based Paint

Because existing buildings on the project site were constructed in the mid-1960s, prior to the 1978 enactment of restrictions on the use of Lead-Based Paints (LBP), LBP is presumed to be present within the existing structures. Prior to demolition activities, an investigation for LBP will be conducted, and all identified LBP will be abated in accordance with applicable City, State, and federal regulations. Thus, impacts related to LBP would be less than significant.

(iii) Hydraulic Lifts/Hoists

Evidence of several in-ground hydraulic lifts was observed in the central and western automotive repair portions of the project site. Proper removal and disposal of these hydraulic lifts is required during demolition of the existing site improvements to ensure the proper handling of hydraulic fluid. Removal of the hydraulic lifts would include the following steps: 1) excavating overburden concrete and soils surrounding the lift; 2) excavating remaining hydraulic oil from the lift or cylinder; 3) backfilling and compacting the hydraulic lift excavation with a certified clean fill material; 4) transporting both the waste hydraulic oil and the scrap lift to a recycling facility; and 5) restoring the area disturbed by the lift removal with a reinforced layer of concrete. All hydraulic fluids shall be properly disposed of in accordance with all applicable City, State, and federal

regulations. Thus, impacts associated with removal and disposal of the hydraulic lifts would be less than significant.

(iv) Hazardous Material Removal

No other potential environmental concerns are associated with existing activities at the project site. Although hazardous materials are stored and utilized at the project site, the removal and/or disposal of such materials in accordance with applicable regulations and laws, as well as Mitigation Measures F-1 to F-5, would occur prior to the commencement of demolition work for the project.

Under Mitigation Measure F-1, prior to excavation, the project applicant would prepare a survey of the project site using ground-penetrating radar or equivalent means to locate any unknown/unrecorded State Registered Storage Tanks (USTs), clarifiers, drains or other potentially contaminated equipment that may be present. If any USTs are discovered during the pre-excavation survey, they shall be properly registered and permanently abandoned by removal in accordance with LAFD requirements.

Under Mitigation Measure F-2, prior to excavation, a technician would perform boring tests of: 1) soil near any USTs, clarifiers, drains or other potentially contaminated equipment discovered by pre-excavation survey; and 2) soil in portions of the project site where historical conditions indicate potential contamination. If soils impacted with hazardous chemicals and/or petroleum products are encountered or discovered by pre-excavation survey, a licensed Professional Geologist or Professional Engineer shall oversee proper characterization and remediation of identified impacted materials.

Under Mitigation Measure F-3, a Construction Soil Management Plan would be required to guide the excavation of the below-grade portions of the project site. The Plan shall address the site's known historic conditions related to subsurface petroleum at the project site in addition to any potential sources of contamination discovered during the pre-excavation survey, and present the appropriate methods and protocol for management of encountered conditions.

Under Mitigation Measure F-4, a technician would be present on the project site during the demolition, excavation, and grading phases to sample and screen any residual contaminants, should they be encountered. The technician shall use visual identification (such as discolored soils) and/or a screening meter to identify any residual contaminants, should they be encountered. Testing to characterize the material shall occur either on-site in a mobile laboratory or offsite in a remote laboratory. Materials shall be identified, segregated, and tracked as to their extent on the project site.

Finally, under Mitigation Measure F-5, a system to prevent the entry of vapors into the building, shall be incorporated into the design and construction of project building slabs to ensure adequate mitigation of the vapor intrusion exposure pathway and continuous protection of human health after the project is constructed.

As such, the project would not exacerbate the current environmental conditions, and project impacts would be less than significant.

(v) Soil Contamination

According to the existing records, no known USTs are located on the project site. Implementation of Mitigation Measures F-1 and F-2 would require a pre-excavation survey, following demolition of the existing structures on the site, to ensure no unknown USTs are located on the project site

and assess the condition of the soil. Due to past historic uses on the project site, soils are contaminated with petroleum hydrocarbon. The contaminated soil is not suitable for unrestricted, offsite reuse during project development activities and will require special handling and disposal at a licensed receiving facility. Assuming the excavation depth for the subterranean parking garage would range from approximately 22 to 32 feet below existing grade, a total of approximately 78,000 cubic yards of soil would be removed from the project site. Of the 78,000 cubic yards, approximately 15,000 cubic yards of soil is contaminated with petroleum hydrocarbon.

In addition, Mitigation Measure F-5 would require an engineering control should be incorporated into the foundation design of the proposed subterranean parking structure. The inclusion of the vapor barrier and venting system would mitigate the vapor intrusion pathway resulting from residual contamination associated with previous uses of the property.

Mitigation Measures F-3 would require that a Soil Management Plan be prepared and approved prior to and implemented during mass excavation activities at the site. This plan will describe the means and methods to be utilized to segregate contaminated soil from non-contaminated soil during construction activities and other protocols pertaining to field monitoring, waste profiling, analytical laboratory testing, and other required tasks. Mitigation Measure F-4 provides that a technician shall be present on the project site during the demolition, excavation, and grading phases to sample and screen any residual contaminants, should they be encountered. With implementation of Mitigation Measures F-3 and F-4, project impacts pertaining to the upset of contaminated soils would be reduced to a less than significant level.

In addition, Mitigation Measure F-5 would require that a vapor barrier and venting system be incorporated into the design and construction of project building slabs. As stated above, the vapor barrier and venting system would ensure adequate mitigation of the vapor intrusion exposure pathway and continuous protection of human health after the project is constructed. With implementation of Mitigation Measure F-5, project impacts pertaining to potential soil vapor intrusion would be reduced to a less than significant level.

The City finds that the project's potential impacts due to hazardous materials have been thoroughly documented by expert studies and are fully disclosed and mitigated to less than significance in the EIR. The City further finds, as set forth the Responses to Comments, that the analysis submitted by SWAPE uses inaccurate data and assumptions, omits key data, has been thoroughly refuted by expert analysis in the record, including the Final EIR, and is not credible.

(vi) Methane and Radon

Although the project site is not located within a City-defined Methane or Methane Buffer Zone, should the presence of methane be detected during project excavation work, a qualified methane abatement consultant would be retained to perform a methane study and provide recommendations consistent with the LAMC. This would ensure that potential impacts are less than significant. If radon is tested above the applicable threshold, the project site will be made compliant with federal, State, and local regulations for radon through inclusion of a radon mitigation system, which could include components such as vent pipes or vent fans. Exposure to such materials during demolition or construction activities could be hazardous to the health of the demolition workers, as well as area residents, employees, and future occupants. However, the project would comply with existing local, State, and federal regulations governing radon exposure, and as such, the impact would be less than significant.

B. Listed Hazardous Materials sites

A review was performed of historic and existing environmental conditions for the addresses comprising the project site, as well as for other properties within American Society for Testing and Materials-recommended search distances of the site. Portions of the project site, as well as multiple properties within the specified search radii from the project site, are listed on governmental databases. A review of these facilities determined that none of the identified facilities presents a current Recognized Environmental Condition (REC) to the project site. Therefore, no impact resulting from these on- and offsite current RECs would occur at the project site.

C. Interfere with an Emergency Response or Evacuation Plan

(i) Construction

The removal of the existing on-site buildings and the construction of the project would occur within the property boundaries of the project site. Temporary pedestrian or vehicular public right-of-way closures may be necessary during the construction phase for construction staging, equipment access, and pedestrian safety. Partial lane closures would not significantly affect emergency vehicles, the drivers of which normally have a variety of options for dealing with traffic, such as using their sirens to clear a path of travel or driving in opposing traffic lanes. Additionally, if partial closures to streets surrounding the project site become necessary, flagmen would be used to facilitate the traffic flow until such temporary street closures are complete. As such, the construction of the project would not substantially nor permanently impede public access, travel upon a public right-of-way, or interfere with an adopted emergency response or evacuation plan. Impacts would be less than significant.

(ii) Operation

The project applicant would consult with neighboring land uses and prepare an emergency response plan for the project which would 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. The proposed access plan would provide adequate access to and from the project site in the event of an emergency. Further, the project applicant is required to submit the project plot plan to the LAFD for review to ensure compliance with applicable Los Angeles Fire Code, California Fire Code, the Los Angeles Building Code, and National Fire Protection Association standards, thereby ensuring that the project would not create any undue fire hazard or obstacle to emergency access or response. Compliance with this LAMC requirement would ensure that impacts are less than significant.

D. Cumulative Impacts

The construction and operation of the project and related projects could result in cumulative impacts related to hazards and hazardous materials. Of the 118 related projects 14 projects are in the City of West Hollywood and would be required to comply with the City of West Hollywood local statutes, as well as the federal and state regulations.

(i) Construction

Construction of the related projects would involve the temporary transport, use, and/or disposal of potentially hazardous materials, including paints, adhesives, surface coatings, cleaning agents, fuels, and oils. The use of these materials would be temporary and short-term in nature and all potentially hazardous materials would be used and stored in accordance with manufacturers'

instructions and handled in compliance with applicable standards and regulations. This would ensure that impacts from related projects associated with the transport, use, storage, and disposal of hazardous materials are less than significant.

(ii) Operation

Several of the related projects are anticipated to be built on or around properties in the project area known to contain hazardous or potentially hazardous conditions, such as hazardous waste generation or handling, or the presence of leaking underground storage tanks. While impacts associated with hazards and hazardous materials are typically site-specific and do not cumulatively affect offsite areas, conditions such as contaminated groundwater can affect down-gradient properties. In addition, operation of many of the related projects can be expected to involve the limited use of potentially hazardous materials typical of those used in residential and commercial developments, including cleaning agents, paints, pesticides, and other materials used for landscaping. Further, a number of the related projects include film studio and production uses that may also utilize, handle, store, or generate hazardous materials.

The closest related project to the project site is a proposed office/retail complex located approximately four blocks southwest of the project site. This location was not identified on any of the regulatory databases as being the location of a historic or current recognized environmental condition. The closest related project sites to the project that were identified on one of the regulatory databases are both retail/apartment projects located on Santa Monica Boulevard, approximately four blocks west of the site. All related projects, including these two related projects, would be required to comply with existing Cal-EPA Department of Toxic Substances Control regulations, as well as all other federal, state, and local regulations pertaining to hazardous materials, and thus would not exacerbate the current environmental conditions to create a significant hazard to the public or the environment.

The project together with the related projects, would not create an impact that is cumulatively considerable, as each development project would be required to comply with existing, local, state, and federal regulations regarding hazardous and hazardous materials. As a result, all potentially hazardous materials used, stored, and transported by the related projects would be stored and disposed of in accordance with manufacturers' specifications and handled in compliance with applicable standards and regulations. As such, cumulative impacts related to hazards and hazardous materials for the concurrent development of the project and related projects would be less than significant, and the project's overall contribution would not be cumulatively considerable.

E. Effect of Mitigation Measures

With implementation of Mitigation Measures F-1 through F-5, and compliance with all applicable federal, state, and City laws and regulations concerning hazardous materials, all project impacts with respect to hazardous materials would be less than significant. The City finds that none of these Mitigation Measures constitute improperly deferred mitigation Specifically, the Soils Management Plan set forth in Mitigation Measure F-3 is a performance-based measure that

includes objective criteria and performance standards to ensure that it will be effective in reducing potential impacts to less than significance.

4. Noise

A. Construction Noise

(i) On-site Construction Noise

During project construction, on-site noise would be generated primarily from the use of construction equipment. A variety of construction equipment would be required to construct the project, including backhoes, earth moving equipment, haul trucks, cranes, cement trucks, and excavators, etc. Noises from grading activities are typically the foremost concern when evaluating a project's construction noise impacts, as these activities often require the use of heavy duty, diesel-powered earthmoving equipment. The types of heavy equipment required for these activities may include excavators, bulldozers, front-end loaders, graders, and scrapers.

For the project, demolition and grading noise impacts were modeled using the noise reference levels of scrapers, as these vehicles could be utilized extensively for grading the site. Scrapers have the greatest potential to cause sustained and significant noise impacts at nearby receptors. The impacts of other construction equipment and vehicles would be neither as loud nor as extensive over the duration of the project's grading and other activities. Therefore, the noise impacts of all other construction equipment and phases would not exceed the impacts analyzed here.

Given the existing ambient noise conditions in the neighborhood and the proximity of the nearby receptors, significant noise impacts could occur at all receptors during construction of the project.

The duplex located at 1130 North Orange Drive, immediately north of the project site, would experience the greatest noise level increase from construction of the project. The existing ambient noise level recorded at the duplex was 63.5 dBA. During construction, the ambient noise level is projected to increase temporarily to up to 87.8 dBA. This noise increase would exceed the L.A. CEQA Threshold Guide's 5 dBA noise increase threshold for construction activities lasting more than 10 days in a 3-month period. The construction noise impacts projected to occur at 1130 North Orange Drive would be representative of impacts that could potentially affect other residential receptors located in the residential neighborhood north of the project site. In addition, at the multi-family residence at 1121 North Orange Drive, located directly west of the project site would experience noise levels of up to 79.3 dBA, which would exceed the 5 dBA significance threshold. The estimated construction noise levels at the other five sensitive receptors would also exceed the 5 dBA threshold. Thus, without mitigation on-site construction noise levels impacts would be significant.

Implementation of Mitigation Measures H-1 through H-4 would require the use of sound barriers, restrict the location of construction staging areas, require powered construction equipment to be equipped with noise mufflers, and require the use of small construction noise sheds for small powered construction equipment. Mitigation Measures H-5 through H-11 would limit the use of haul trucks and certain construction equipment within close proximity to surrounding sensate receptors, as well as the simultaneous use of construction equipment that could increase vibration and noise impacts. As shown in Revised Table 4.H-11 in the Final EIR, these mitigation measures would reduce construction noise at each of sensitive receptors to less than significant levels.

(ii) Offsite Construction Noise

In addition to on-site construction noise, construction worker vehicles accessing the project site, vendor deliveries, and haul trucks entering and existing the site, would all generate offsite construction noise. Construction of the project would require approximately 227 haul trips per day. The haul trucks would travel to and from the project site along a City approved truck haul route that would include Santa Monica Boulevard and Highland Avenue.

Roadway traffic volume would need to double (assuming that travel speed and fleet mix remain constant) for a 3 dBA increase in roadway noise to occur. Though the addition of haul trucks would temporarily increase the traffic volume along the project's haul route, the addition of approximately 28 haul truck trips per hour (assuming an eight-hour work day) would not double the existing roadway traffic volume and thus, would not generate a sustained increase in noise levels.

Further, implementation of Mitigation Measures H-5 and H-11 would require that on-road noise sources shall be operated away from the residential uses located on North Orange Drive, and that haul trucks entering and exiting the project site shall maintain at least 15 feet away from the duplex located at 1130 North Orange Drive.

Therefore, while heavy-duty construction truck traffic would periodically travel to and from the project site via Santa Monica Boulevard and Highland Avenue, with Mitigation Measures H-5 and H-11, offsite construction noise impacts to surrounding sensitive receptors would be less than significant.

(iii) Construction Vibration

Construction activities would generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment used. The Federal Transit Administration and Caltrans have published standard vibration velocities for construction equipment operations. The projected ground-borne vibrations that would be felt at the duplex located seven feet north of the project site at 1130 North Orange Drive would exceed the 0.3 inches/second PPV Caltrans threshold for older residential buildings. Although ground-borne vibration impacts would not be significant for any of the other structures surrounding the project site, without mitigation, construction-related vibration impacts would be significant for the duplex located at 1130 North Orange Drive.

The vibration levels experienced at offsite sensitive receptors are projected to range from 52 VdB at the SonicPool Post Production Studio to 103 VdB at the duplex located at 1130 North Orange Drive. While vibration levels at Hollywood Casting and Film, The Farm LA, Mandt Bros. Reality TV Post, and Siren Studios would exceed the FTA's 65 VdB criteria for recording studios, the vibration impacts would be short-term and temporary. In addition, due to the existing use (a truck rental service) that operates on the project site, medium and heavy-duty diesel trucks and tractor trailers enter and exit the project site daily. The project traffic study estimated that the existing use generates 879 vehicle trips per day, many of which are large diesel truck trips. As a result, ground-borne vibration impacts that would occur from construction trucks exiting and entering the project site would be like those associated with the existing land use.

FTA VdB vibration criteria are intended primarily to evaluate the significance of a project's long-term vibration impacts, not short-term vibration impacts from temporary construction activities. According to the FTA, vibration levels greater than 80 VdB can disrupt residential land uses; however, this threshold is foremost intended to protect residential occupants from sleep-disrupting vibration caused by transit systems that may operate during nighttime hours. In accordance with

LAMC Section 41.40, construction activities at the project site would occur no later than 9:00 p.m. or earlier than 7:00 a.m. Because of this, construction-related vibration would not interfere with the sleep of residences near the project site.

Mitigation Measures H-5 through H-11 would place restrictions on construction trucks accessing the project site and construction equipment used on the site. Implementation of these mitigation measures would reduce vibration impacts at the duplex located at 1130 North Orange Drive and other surrounding properties to a less than significant level.

B. Operational Noise

Operation of the project would generate on-site and offsite noise impacts. On-site noise impacts include mechanical equipment, landscape maintenance equipment, vehicles parking on the project site, and every day residential uses, while offsite noise impacts would primarily be generated from vehicles travelling along local roadways.

(i) On-site Noise Sources

(a) Mechanical Equipment

Stationary noises associated with building operations, such as ground level heating, ventilation, and air conditioning (HVAC) systems, would generate noise levels between 50 and 65 dBA at 50 feet. Roof-top mounted equipment typically produces noise levels of up to approximately 56 dBA at 50 feet. In accordance with Section 112.02 of the LAMC, all HVAC equipment would be required to be screened in instances where HVAC noises could increase ambient noise levels at adjacent occupied properties by more than 5 dBA. However, based on the distance from the project site to nearby receptors, the existing surrounding ambient noise levels would not increase as modern HVAC systems are relatively quiet. Thus, the noise level would be well below the LAMC 5 dBA threshold.

(b) Landscape Maintenance

Noise generated by gas lawnmowers and leaf blowers results in approximately 70 dBA at 5 feet of distance from the source. For each doubling of distance from a point noise source, the sound levels will decrease by 6 dBA or more. While these temporary activities would create short-term increases in noise, it would not result in sustained increases in ambient noise levels of 5 dBA or more.

(c) Residential Land Uses

There are a variety of recurrent and non-recurrent activities that would elevate ambient noise levels for adjacent residences to differing degrees. These noise sources currently occur near the project site and contribute to the ambient noise levels that are experienced in urban built out neighborhoods. The regular and intermittent noise from these sources would not conflict with the City's existing noise regulations.

(d) Auto-Related Activities

Operation of on-site vehicles would introduce recurrent, intermittent noise events, such as door slamming and vehicle engine start-ups. These activities generally produce 60-70 dBA at 50 feet of distance. However, these noise events are infrequent and do not significantly increase ambient noise.

These direct sources of on-site noise would generate impacts on a seasonal, irregular, or infrequent basis and would not individually or collectively elevate ambient noise levels substantially at nearby sensitive receptors. Thus, the potential noise impacts from these on-site operational sources would be less than significant.

(ii) Offsite Noise Sources

(a) Auto Related Activities

The project is projected to generate approximately 1,010 net new daily vehicle trips. The impact of this additional traffic on ambient noise levels in the project's vicinity was modeled for the Future (2019) Without and With project scenarios. The future traffic conditions that include project traffic would not generate a noticeable increase in noise. Concerning the project's mobile noise impacts in relation to existing ambient noise levels, the project would also generate nominal increases. A 3 dBA increase in roadway noise levels requires an approximate doubling of roadway traffic volume. As discussed in the project's Traffic Impact Analysis, the project's projected weekly vehicle trips would not double the existing traffic levels at any of the studied roadway segments. Therefore, in both existing and future scenarios, project impacts related to traffic noise would be less than significant.

C Operational Vibration

During operation of the project, there would be no significant stationary sources of ground-borne vibration, such as heavy equipment or industrial operations. Operational ground-borne vibration in the project vicinity would be generated by vehicular travel on the local roadways. However, passenger vehicles rarely create enough ground-borne vibration to be perceptible to humans unless road surfaces are poorly maintained and have potholes or bumps. It is likely that the project site's conversion to residential, restaurant, and retail mixed-use would result in a net decrease of both on- and offsite vibration impacts when compared to the existing truck rental and collision center uses which necessitated a large number of daily heavy-duty truck trips. Given these considerations, the project's operational vibration impacts would be less than significant.

D. Plan Consistency

Residential uses are located along portions of Orange Drive. Along these roadway segments, increases in traffic would not raise ambient noise levels to above 70 dBA, the City's "Normally Unacceptable" and "Clearly Unacceptable" noise categories for residential land uses. Noise levels generated along the roadways travelling through the residential neighborhoods would not exceed the General Plan Noise Element's "Conditionally Acceptable" noise threshold. The project would not raise ambient noise levels by 3 dBA to or within any applicable "Normally Unacceptable" or "Cleary Unacceptable" noise categories. The project would also not contribute to any 5 dBA increases in ambient noise, overall. As a result, the project's operational noise impacts would be considered less than significant.

E. Cumulative Impacts

(i) Stationary Noise and Vibration

Noise associated with project construction is typically localized and has the potential to affect areas within 500 feet from the construction site. None of the related projects identified are located within 500 feet of the project site. The related project closest to the project site is located approximately 1000 feet southwest of the project site. Based on the attenuation of noise over distance, elevated ambient noise levels around the project site, and the presence of numerous

multi-story structures capable of obstructing the line of sight travel of construction noises, there is no potential for stationary noises within the project site to contribute to a cumulative noise increase at distances beyond 500 feet. Thus, both construction and stationary operational noise sources resulting from implementation of the project would not contribute to a significant cumulative noise impact.

(ii) Mobile Source Noise Impacts

Long-term noise impacts would come from vehicles traveling to and from the project site. The addition of future vehicles from the related projects located in the project area, and overall ambient traffic growth will elevate ambient noise levels surrounding local roadways; nevertheless, the project's incremental contribution to permanent offsite ambient noise levels along local roads would be minimal. Offsite noise generated by project-related traffic would be negligible in both the a.m. and p.m. peak hours, respectively, when compared to year 2019 projected traffic volumes, which include traffic expected to be generated by other cumulative development projects in the area. No roadway segment is projected to experience increases of 5.0 dBA or more as a result of this growth in traffic. Additionally, no segment would experience an ambient noise increase of at least 3.0 dBA to or within its respective "normally unacceptable" or "clearly unacceptable" land-use category.

Implementation of the project would not create significant impacts related to operational noise or vibration. Impacts related to construction noise would be potentially significant. However, implementation of Mitigation Measures H-1 through H-4, provided below, would reduce the project's construction noise impact to less than significant. Impacts with respect to vibration during construction would be less than significant, and implementation of Mitigation Measures H-5 through H-11, provided below, would further reduce the impact.

G. Mitigation Measures

With implementation of Mitigation Measures H-1 through H-11, and compliance with all applicable federal, state, and City laws and regulations concerning noise, all project impacts with respect to hazardous materials would be less than significant.

VIII. ALTERNATIVES TO THE PROJECT

In addition to the project, the Draft EIR evaluated a reasonable range of four alternatives to the project. These alternatives are: 1) No Project Alternative; 2) Reduced Project / Existing Zoning Alternative; 3) Project Reconfiguration Alternative; and (4) Office Reconfiguration Alternative. In accordance with CEQA requirements, the alternatives to the project include a "No Project" alternative and alternatives capable of eliminating the significant adverse impacts of the project. These alternatives and their impacts, which are summarized below, are more fully described in Section 6 of the Draft EIR.

1. Summary of Findings

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

2. Project Objectives

An important consideration in the analysis of alternatives to the project is the degree to which such alternatives would achieve the objectives of the project. As more thoroughly described in

the Draft EIR, Project Description, both the City and project applicant have established specific objectives concerning the project, which are incorporated by reference herein and discussed further below.

3. Project Alternatives Analyzed

(A) Alternative 1 – No Project

Under Alternative 1, the project site would continue to function as office and automobile storage uses. No changes would be made to the developed project site which in addition to the structures, consists of surface parking and vehicle maintenance and washing/cleaning areas. Future on-site activities would be limited to the continued operation and maintenance of existing land uses.

(i) Impact Summary

Alternative 1 would avoid all the project's significant environmental impacts. Although operation of the project would introduce more people (residents, visitors, and employees) to the project site as compared to Alternative 1, Alternative 1 would result in the continued usage of older buildings that may be more vulnerable to geologic impacts when compared to new development. When compared to the project, Alternative 1 would result in a greater potential impact with respect to seismic-related ground shaking, as new development would be seismically superior to the existing buildings, which were constructed in the 1960s.

(ii) Findings

Alternative 1 would generally reduce all the project's less than significant environmental impacts. However, Alternative 1 would result in the continued usage of older buildings that may be more vulnerable to geologic impacts when compared to new development. The No Project Alternative is environmentally superior to the project. However, Alternative 1 would not meet any of the project objectives. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible the No Project Alternative described in the Draft EIR.

(iii) Rationale for Findings

No changes to existing land uses or operations on-site would occur under Alternative 1. As such, Alternative 1 would not meet any of the project objectives. Specifically, Alternative 1 would not provide a set of mixed-uses that maximizes the physical, social, and economic potential of the project site by intensifying a currently underutilized site with a mix of residential and commercial uses near public transit opportunities, providing residential uses to act as a transition between the existing industrial and residential zones, redeveloping a currently underutilized site into a mixed-use, transit-oriented development that combines complementary uses, such as community-serving retail, restaurant, and residential uses, improving public safety by creating a development that provides the level of density and mix of uses necessary to activate the area both day and night, which provides natural surveillance, or activating the Santa Monica Boulevard corridor by attracting residents and visitors, both day and night by providing publicly accessible walkways, plazas, and other gathering spaces. Alternative 1 would not provide needed housing by contributing housing stock toward the City's RHNA allocation, or provide affordable housing in a mixed-income community and near transit. Alternative 1 would not promote fiscal benefits, economic development, and job creation by creating a range of construction and permanent jobs, developing residential and commercial uses that generate local tax revenues and generate residents who support local business, or improving the job-housing balance by providing new housing near a major employment center. Alternative 1 would not create an environmentally

sensitive development by providing an infill development in existing urban areas to reduce "greenfield" development and urban sprawl, incorporating sustainable and green building design and construction to promote resource conservation, creating a sustainable balance of commercial and residential uses to encourage mixed-use structures located near transit, encouraging pedestrian and bicycle activity by providing bicycle parking and pedestrian linkages within the project, or improving the aesthetic quality of the site by removing older structures and surface parking to develop new efficient buildings that are more sensitive to adjacent uses.

Overall, Alternative 1 would not meet any of the project objectives, including to provide a set of mixed-uses that maximizes the physical, social, and economic potential of the project site, provide needed housing, promote fiscal benefits, economic development, and job creation, and create an environmentally sensitive development.

(B) Alternative 2 – Reduced Project / Existing Zoning

Alternative 2 includes the development of the maximum number of multi-family residential units and commercial square footage that could be developed on the project site pursuant to the existing R3-1XL and C2-1D zoning designations. Under Alternative 2, 14 multi-family units and a 31,511 square-foot grocery store would be developed on the project site in place of the 231 multi-family units and 15,000 square feet of ground-floor neighborhood serving commercial uses as proposed for the project. The proposed height of the residential structure would be two stories and 30 feet, as opposed to the project which would be seven stories and approximately 80 feet, and would be consistent with Height District 1XL. Alternative 2 would also provide 186 parking spaces, 204 spaces less than the number of spaces proposed as part of the project.

(i) Impact Summary

Alternative 2 is included in this alternatives analysis based on its potential to reduce the significant impacts of the project, as well as to address public input received during the scoping period expressing concerns over the aesthetic impacts attributable to the height of the project's proposed high-rise building, traffic impacts, and construction air quality impacts. Moreover, since the project requires a zone change and General Plan amendment, CEQA requires analysis of an alternative that could result under the continuation of the existing zoning and General Plan designation. Alternative 2 would reduce many of the project's less-than-significant impacts, including impacts associated with aesthetics, air quality, geology and soils, greenhouse gas emissions, population, housing, and employment, public services, and utilities. Other impacts would be similar under this Alternative when compared with the project. Alternative 2 would generate fewer weekday AM peak hour trips, but more weekday PM peak hour trips, which would result in significant and unavoidable traffic impacts that would not occur under the project. Alternative 2 would result in a less than significant impact with respect to land use, but the impact would be greater than the project impacts due to the failure of Alternative 2 to meet the policies related to prioritizing pedestrian movements.

(ii) Findings

Alternative 2 would reduce many of the project's less-than-significant impacts, including impacts associated with impacts associated with aesthetics, air quality, geology and soils, greenhouse gas emissions, noise, population, housing, and employment, public services, and utilities. Other impacts would be similar under this Alternative when compared with the project. Unlike the project, however, Alternative 2 would result in a significant and unavoidable traffic impacts and would fail to meet land use policies related to pedestrian improvements. Therefore, Alternative 2 is rejected on environmental grounds. Moreover, Alternative 2 would not meet the project objectives to the same extent as the project. It is found, pursuant to Public Resources Code

section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible Alternative 2 described in the Draft EIR.

(iii) Rationale for Findings:

Alternative 2 would result in 217 fewer multi-family residential units, 186 fewer parking spaces, and an additional 16,511 square feet of commercial space. With fewer residential units, Alternative 2 would not meet a majority of the project objectives, to the same extent as the project. Specifically, Alternative 2 would not: provide residential uses to act as a transition between the existing industrial and residential zones, redevelop a currently underutilized site into a mixed-use, transit-oriented development that combines complementary uses; improve public safety by creating a development that provides the level of density and mix of uses necessary to activate the area both day and night; activate the Santa Monica Boulevard corridor by attracting residents and visitors, both day and night; contribute housing stock toward the City's RHNA allocation; provide affordable housing in a mixed-income, transit-oriented community; or improve the job-housing balance by providing new housing near a major employment center, to the same extent as the project.

Moreover, the project would not result in any significant impacts after mitigation, whereas Alternative 2 would result in significant and unavoidable impacts at two intersections (Santa Monica Boulevard & La Brea Avenue (PM) and Santa Monica Boulevard & Orange Drive (PM)) under the Future With Project scenario.

(C) Alternative 3 – Project Reconfiguration

Alternative 3 would reduce the proposed amount of multi-family residential units and increase the amount of square footage designated as commercial use. Alternative 3 would demolish the existing buildings on the project site and develop the project site with 181 multi-family residential units (50 fewer units than the project), 40,000 square feet of retail grocery store space, and 20,000 square feet of high-turnover restaurant space (an increase of 45,000 square feet of commercial space). Like the project, parking would be provided in a subterranean parking garage, however the number of parking spaces would be reduced by 85, when compared to the project. The tallest portion of the structure under this Alternative would be approximately 60 feet above the street grade, about 20 feet lower than the project. The building height would be stepped down on the northern portion of the site, like the project.

(i) Impact Summary

Alternative 3 was included in the alternatives analysis based its potential to reduce the potential shading impacts of the project, as well as to address public input received during the scoping period expressing concerns over the aesthetic impacts attributable to the height of the project. Alternative 3 would reduce many of the project's less-than-significant impacts, including impacts associated with aesthetics, air quality, geology and soils, population, housing, and employment, public services, and utilities. Other impacts would be similar under this Alternative when compared with the project. Alternative 3 would increase certain air quality impacts, greenhouse gas emissions, and utility impacts. Alternative 3 would fail to meet land use policies related to prioritizing pedestrian movements. Alternative 3 would increase both AM peak and PM peak trips, resulting in significant and unavoidable traffic impacts that would not occur under the project.

(ii) Findings

Alternative 3 would reduce some of the project's less than significant impacts, including impacts associated with aesthetics, air quality, geology and soils, population, housing, and employment,

public services, and utilities. Other impacts would be similar under this Alternative when compared with the project. Alternative 3 would increase certain air quality impacts, greenhouse gas emissions, and utility impacts. Alterative 3 would fail to meet land use policies related to prioritizing pedestrian movements. Alterative 3 create increase both AM peak and PM peak trips significant and unavoidable traffic impacts. Therefore, Alternative 3 is rejected on environmental grounds. Moreover, Alterative 3 would not meet the project objectives to the same extent as the project. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible Alternative 3 described in the Draft EIR.

(iii) Rationale for Findings

Alternative 3 would result in 50 fewer multi-family residential units, 85 fewer parking spaces, and an additional 45,000 square feet of commercial space. As Alternative 3 includes an overall project of the same size as the project, and includes a combination of commercial and residential uses, Alternative 3 would achieve many of the project objectives, although some to a lesser extent than the project. Like the project, Alternative 3 would provide a mixed-use project that maximizes the physical, social, and economic potential of the project site, although with fewer residential units and more commercial space.

Based on the reduction in the number of multi-family units, Alternative 3 would not meet a majority of the project objectives, to the same extent as the project. Specifically, Alternative 3 would not: provide residential uses to act as a transition between the existing industrial and residential zones, redevelop a currently underutilized site into a mixed-use, transit-oriented development that combines complementary uses; improve public safety by creating a development that provides the level of density and mix of uses necessary to activate the area both day and night; activate the Santa Monica Boulevard corridor by attracting residents and visitors, both day and night; contribute housing stock toward the City's RHNA allocation; provide affordable housing in a mixed-income, transit-oriented community; or improve the job-housing balance by providing new housing near a major employment center, to the same extent as the project.

Moreover, the project would not result in any significant traffic impacts, whereas under Alternative 3, significant and unavoidable impacts would occur at six intersections under the Future With project scenario during either the AM and/or PM peak hours. Additionally, a significant and unavoidable impact would occur at four of these six intersections under the Existing Plus Project scenario

(D) Alternative 4 – Office Reconfiguration

Alternative 4 includes the development of the maximum number of multi-family residential units and non-residential square footage that could be developed on the project site pursuant to the existing R3-1XL and C2-1D zoning designations. Under Alternative 4, 14 multi-family units and 31,511 square feet of office uses would be developed on the project site in place of the 231 multi-family units and 15,000 square feet of ground-floor neighborhood serving commercial uses as proposed for the project. The proposed height of the residential structure would be two stories (30 feet), as opposed to the project which would be seven stories (approximately 80 feet), and would be consistent with Height District 1XL.

(i) Impact Summary

Alternative 4 was included in the alternatives analysis based its potential to reduce the shading impacts of the project, as well as to address public input received during the scoping period expressing concerns over the aesthetic impacts attributable to the height of the project.

Alternative 4 would reduce many of the project's less-than-significant impacts, including impacts associated with aesthetics, air quality, geology and soils, greenhouse gas emissions, noise, population, housing, and employment, public services, transportation and traffic, and utilities. Other impacts would be similar under this Alternative when compared with the project. Alternative 4 would result in a less than significant impact with respect to land use, but the impact would be greater than the project impacts due to the failure of Alternative 4 to meet the policies related to prioritizing pedestrian movements.

(ii) Findings

Alternative 4 would reduce many of the project's less than significant impacts, including impacts associated with aesthetics, air quality, geology and soils, greenhouse gas emissions, noise, population, housing, and employment, public services, transportation and traffic, and utilities. Other impacts would be similar under this Alternative when compared with the project. Alternative 4 would result in a less than significant impact with respect to land use, but the impact would be greater than the project impacts due to the failure of Alternative 4 to meet the policies related to prioritizing pedestrian movements. In addition, Alterative 4 would not meet the project objectives to the same extent as the project. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible Alternative 3 described in the Draft EIR.

(iii) Rationale for Findings

Alternative 4 would result in 217 fewer multi-family residential units, 299 fewer parking spaces, and an additional 16,511 square feet of commercial space when compared to the project. With fewer residential units, Alternative 2 would not meet a majority of the project objectives, to the same extent as the project. Specifically, Alternative 2 would not: provide residential uses to act as a transition between the existing industrial and residential zones, redevelop a currently underutilized site into a mixed-use, transit-oriented development that combines complementary uses; improve public safety by creating a development that provides the level of density and mix of uses necessary to activate the area both day and night; activate the Santa Monica Boulevard corridor by attracting residents and visitors, both day and night; contribute housing stock toward the City's RHNA allocation; provide affordable housing in a mixed-income, transit-oriented community; or improve the job-housing balance by providing new housing near a major employment center, to the same extent as the project.

(E) Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives. Pursuant to Section 15126.6(c) of the CEQA Guidelines, the analysis below addresses the ability of the alternatives to "avoid or substantially lessen one or more of the significant effects" of the project.

Several impact categories are "site dependent" and would occur under any reasonable development of the project site. Other impact categories are "project-specific" (related to project size and land use) and could be reduced or avoided by the alternatives that generally have less development.

Alternatives 2 and 3 would result in significant and unavoidable traffic impacts that would not occur under the project. Therefore, Alternative 4 was selected as the Environmentally Superior

Alternative because this Alternative would result in the greatest reduction of project impacts (i.e., would further reduce the project's already less than significant impacts).

XI. OTHER CEQA CONSIDERATIONS

(A) Growth Inducing Impacts

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

The project would result in the construction of up to 231 new residential apartment units. As such, the project would increase the residential population of the City of Los Angeles. According to SCAG's 2012–2035 RTP/SCS, between 2014 and 2017, population in the Los Angeles subregion will grow by approximately 59,790 persons, housing will increase by approximately 42,711 households, and employment will increase by approximately 44,237 jobs. The project is projected to result in a net increase of approximately 640 new residents, or approximately 1.07 percent of the total population growth projected for the subregion. The project's 231 units would account for approximately 0.54 percent of the total household growth projected for the subregion. The project is also projected to result in a net increase of approximately six estimated employees associated with the residential building, or approximately 0.01 percent of the total employment growth projected for the subregion. Therefore, the project's population, housing, and employment generation would be well within SCAG's respective projections for the Subregion. As such, the project would not cause an exceedance of SCAG's population, housing, or employment projections, nor would it induce substantial indirect population or housing growth related to project-generated employment opportunities.

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

The area surrounding the project site is already developed with residential, commercial, and institutional uses, and the project would not remove impediments to growth. While the project may require local infrastructure upgrades to maintain and improve sewer, electricity, and natural gas lines on-site and in the immediate vicinity of the project site, such improvements would be intended primarily to meet project-related demand, and would not necessitate regional utility infrastructure improvements that have not otherwise been accounted for and planned for on a regional level. Water infrastructure improvements would include upsizing mainlines adjacent to the project site and installing new mainline connections and hydrants within the project site. These improvements would bring the existing fire water system into compliance with LAMC-required fire flows for the area, and would not create substantial surplus infrastructure capacity that could foster indirect growth. In addition, the project would not require any major roadway improvements, and access improvements would be limited to driveways necessary to provide immediate access to the project site.

Overall, the project would be consistent with the growth forecast for the City of Los Angeles Subregion, and would be consistent with regional policies to reduce urban sprawl, efficiently utilize

existing infrastructure, reduce regional congestion, and improve air quality through the reduction of vehicle miles traveled. Therefore, growth-inducing impacts would be less than significant.

(B) Significant Irreversible Environmental Changes

Section 15126.2(c) of the CEQA Guidelines provide an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. The types and level of development associated with the project would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during construction of the project and would continue throughout its operational lifetime. The development of the project would require a commitment of resources that would include: 1) building materials, 2) fuel and operational materials/resources, and 3) the transportation of goods and people to and from the project site.

(i) Building Materials and Solid Waste

Construction of the project would require consumption of resources that do not replenish themselves or which may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt, metals, and petrochemical construction materials.

During construction of the project, 70 percent of the non-hazardous demolition and construction debris would be recycled and/or salvaged for reuse. In addition, during operation, the project would provide a designated recycling area for project residents to facilitate recycling in accordance with the City of Los Angeles Space Allocation Ordinance. Therefore, the consumption of non-renewable building materials such as lumber, aggregate materials, and plastics would be reduced.

(ii) Water

The water demand generated by construction activities for the project would be substantially less than the net new water consumption of the project at buildout, and would be temporary in nature. In addition, the project's operational water demand would fall within the projected water supplies for average, single-dry, and multiple-dry years, and LADWP would be able to meet the water demand for the project in addition to the existing and planned water demands of its future service area. Furthermore, pursuant to project Design Feature K.1-1, the project would implement a variety of water conservation features including. Thus, while project operation would result in the irreversible consumption of water, the project would not result in a significant impact related to water supply.

(iii) Energy Consumption and Air Quality

During ongoing operation of the project, non-renewable fossil fuels would represent the primary energy source, and thus the existing finite supplies of these resources would be incrementally reduced. Fossil fuels, such as diesel, gasoline, and oil, would also be consumed in the use of construction vehicles and equipment. Construction activities for the project would not require the consumption of natural gas, but would require the use of fossil fuels and electricity. As the consumption of fossil fuels would occur on a temporary basis during construction, impacts related to the construction consumption of fossil fuels would be less than significant.

The project's increase in electricity and natural gas demand would be within the anticipated service capabilities of the LADWP and SCG, respectively. In addition, the estimated net new electrical and natural gas consumption are conservative estimates and do not factor in reductions

in consumption from the implementation of energy conservation features. Specifically, the project would comply with the City's Green Building Ordinance, as applicable, and would be designed to be environmentally sustainable and to achieve at least LEED Silver status. Therefore, with the implementation of energy conservation features, energy would not be used in a wasteful manner, and long-term impacts associated with the consumption of fossil fuels would not be significant.

(iv) Environmental Hazards

The types and amounts of hazardous materials that would be used in connection with the project would be typical of those used in residential developments (e.g., household cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products). Construction of the project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. As such, compliance with regulations and standards would serve to protect against significant and irreversible environmental change that could result from the accidental release of hazardous materials.

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

X. GENERAL FINDINGS.

1. The City, acting through the Department of City Planning, is the "Lead Agency" for the project that is evaluated the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the project, that the Draft EIR which was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City.

2. The EIR evaluated the following potential project and cumulative environmental impacts: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise; Population, Housing and Employment; Public Services; Transportation; and Utilities. Additionally, the EIR considered Growth Inducing Impacts and Significant Irreversible Environmental Changes. The significant environmental impacts of the project and the alternatives were identified in the EIR.

3. The City finds that the EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

4. Textual refinements and errata were compiled and presented to the decision- makers for review and consideration. The City staff has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents associated with project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents would contain errors and would require clarifications and corrections. Second, textual clarifications were necessitated to describe refinements suggested as part of the public participation process.

5. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned response to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.

6. The Final EIR documents changes to the Draft EIR. The Final EIR provides additional information that was not included in the Draft EIR. Having reviewed the information contained in the Draft EIR and the Final EIR and in the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there are no new significant impacts, substantial increase in the severity of a previously disclosed impact, significant information in the record of proceedings or other criteria under CEQA that would require recirculation of the Draft EIR, or preparation of a supplemental or subsequent EIR.

   Specifically, the City finds that:

   a. The Responses To Comments contained in the Final EIR fully considered and responded to comments claiming that the project would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that the project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.

   b. The City has thoroughly reviewed the public comments received regarding the project and the Final EIR as it relates to the project to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.

   c. None of the information submitted after publication of the Final EIR, including testimony at and documents submitted for the public hearings on the project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.

7. The mitigation measures identified for the project were included in the Draft and Final EIRs. As revised, the final mitigation measures for the project are described in the Mitigation Monitoring Program (MMP). Each of the mitigation measures identified in the MMP is incorporated into the project. The City finds that the impacts of the project have been mitigated to less than significance by the feasible mitigation measures identified in the MMP.

8. CEQA requires the Lead Agency approving a project to adopt a MMP or the changes to the project which it has adopted or made a condition of project approval to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City as adopted by the City serves that function. The MMP includes all 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 Public Resources Code Section 21081.6, the City hereby adopts the MMP.

9. In accordance with the requirements of Public Resources Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the project.

10. The custodian of the documents or other material which constitute the record of proceedings upon which the City's decision is based is the City Department of City Planning, Environmental Review Section, 200 North Main Street, Room 750, Los Angeles, California 90012.

11. The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.

12. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the project.

13. The EIR is a project EIR for purposes of environmental analysis of the project. A project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the project by the City and other regulatory jurisdictions.

14. The City finds that none of the public comments to the Draft EIR or subsequent public comments or other evidence in the record, including any changes in the project in response to input from the community and the Council Office, include or constitute substantial evidence that would require recirculation of the Final EIR prior to its certification and that there is no substantial evidence elsewhere in the record of proceedings that would require substantial revision of the Final EIR prior to its certification, and that the Final EIR need not be recirculated prior to its certification.

PUBLIC HEARING AND COMMUNICATIONS

Summary of Public Hearing Testimony and Communications Received

A joint public hearing conducted by the Subdivision Committee and Hearing Officer on this matter was held at Los Angeles City Hall in Downtown Los Angeles, Room 1020 on November 15, 2017 at 11:30 a.m.

1. Attendance:

   Present at the hearing: the Deputy Advisory Agency (Charles J. Rausch, Jr.), the project representative (Dale Goldsmith), the applicant (Mark Spector), project architect (Bill Roschen), Council Office representative, and residents, property owners, and business owners near the project area.

2. Initial Indication and Testimony:

   The project representative, Dale Goldsmith, introduced the project and made the following comments:

   - Existing auto repair and truck rental buildings will be demolished as part of the project.
   - Discussed project outreach
   - Proposed zoning will provide a transition from the residential uses to the north.
   - Project will utilize Parking Option 1.
   - Project will provide a double row of trees where possible.
   - The project will have lighting on three sides.
   - Building will respond to the industrial design quality of Santa Monica Boulevard.
   - Project will feature poured in place concrete.

   Georgic Avanesian, Bureau of Engineering, commented on the projects as follows:

   - No revocable permits for sidewalk dining are allowed in condominium buildings.
   - Mobility Plan 2035 improvements would add provide more sidewalk space and would create an additional parking lane which would help traffic.
   - Request to use dedicated area for calculation not needed if there is no subdivision.
   - BOE does not agree with any changes to the dedications and improvements recommendations.

   The Advisory Agency indicated that rooftop signs would not be permitted and then opened the public hearing to members of the audience.

   There were speakers in support of the project. The speakers made the following comments:

   - Hollywood Chamber of Commerce representative expressed support for the project in that it will create construction jobs, affordable units, and is well-designed.
   - A resident is supportive of the new activity coming to the area.

   There were speakers that spoke in opposition of the project. The speakers made the following comments:

   - Concerns with construction-borne toxins.

- Concerns with traffic and air quality.
- Loss of industrial land.
- Air Quality issues.

Council District 4

- Supportive of the project.
- The project is consistent with the Community Plan update.
- Increase in housing supply north of Santa Monica Boulevard.
- The Council Office does not support the waiver of street improvements.

Dale Goldsmith, Project Representative Responses:

- The site has undergone significant studies and mitigation measures have been imposed on the project.
- The project site is not located in the Alquist Priolo fault.
- Parking is adequate, the project provides more parking than required but will not affect TDM.

The Deputy Advisory, closed the meeting for public comments. The Advisory Agency responded to questions and statements:

- The noticing was mailed within a 500-foot radius and was posted in the Daily Journal.

Communications Received

- CREED LA submitted a letter, dated April 22, 2016, for a Public Records Act Request.

- The Central Hollywood Neighborhood Council submitted a letter, dated July 24, 2917, containing the Council's vote to support the project.

- The Hollywood Chamber of Commerce submitted a letter, dated November 13, 2017, that was generally supportive of the project but contained recommendations related to the color selection of the building and suggested that the applicant attract a pharmacy or grocery store to the site to ensure successful retail uses at the site.

- The Southwest Regional Council of Carpenters submitted a letter, dated November 14, 2017, stating concerns with the EIR prepared for the project.

Exhibit A

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6901 SANTA MONICA BLVD

ROSCHEN VAN CLEVE ARCHITECTS RC ARCHITECTURE

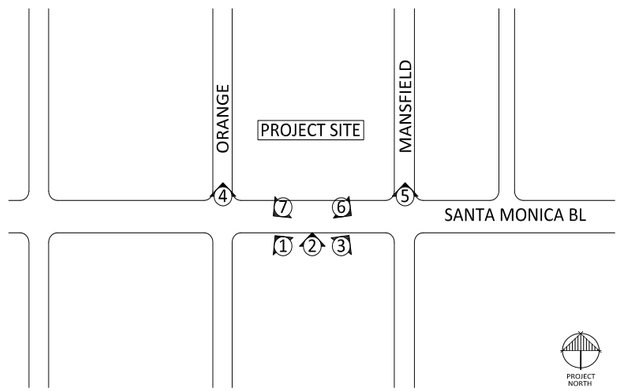
SITE CONTEXT PHOTOS
6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA

1 - VIEW TOWARD SITE

2 - VIEW TOWARD SITE

3 - VIEW TOWARD SITE

4 - VIEW NORTH ON ORANGE



5 - VIEW NORTH ON MANSFIELD

6 - VIEW SE TOWARD SANTA MONICA BL

7 - VIEW SW TOWARD SANTA MONICA BL

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PROJECT TABULATIONS
6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA

6901

FLOOR AREA

LEVEL	RESIDENTIAL	AMEN/LOBBY	CORR/SER	RETAIL	TOTAL FAR
B2					0 SF
B1					0 SF
1	10,611 SF	5,720 SF	1,050 SF	15,000 SF	32,381 SF
2	10,611 SF		1,050 SF		11,661 SF
3	29,341 SF	4,465 SF	3,764 SF		37,570 SF
4	28,186 SF		3,764 SF		31,950 SF
5	32,578 SF		3,764 SF		36,342 SF
6	30,497 SF		3,710 SF		34,207 SF
7	30,495 SF		3,710 SF		34,205 SF
TOTAL:	172,319 SF	10,185 SF	20,812 SF	15,000 SF	218,316 SF

UNIT MIX SUMMARY

	STUDIO	1 BED	1B+D	2 BED	
					TOTAL
LEVEL 1			7	5	12
LEVEL 2			7		7
LEVEL 3	13	7	12	7	39
LEVEL 4	13	7	12	7	39
LEVEL 5	15	12	12	7	46
LEVEL 6	15	12	12	5	44
LEVEL 7	15	12	12	5	44
TOTAL:	71	50	74	36	231

UNIT MIX/DENSITY NOTES:

1. BASED ON LOT AREA OF 72,772 S.F. (*DENSITY BONUS INCENTIVE TO CALCULATE BASED ON LOT AREA PRIOR TO STREET DEDICATIONS)
2. PERMITTED BASE DENSITY: 182 UNITS (72,772 S.F./400 S.F.)
3. 27% DENSITY BONUS: 231 UNITS
   3.a. 8% VERY LOW UNITS: 15 UNITS (PERMITS ONE ON-MENU INCENTIVE)

MIX SUMMARY	STUDIO	1 BED	1 BED+D	2 BED	TOTAL
TOTAL	71	50	74	36	231
MIX	30.7%	21.7%	32.1%	15.5%	100%

AFFORDABLE SUMMARY	STUDIO	1 BED/ 1 BED+D	2 BED	TOTAL
TOTAL	8	5	2	15

OPEN SPACE REQUIRED

<3 HR	121	100 SF	12,100 S.F.
3 HR	110	125 SF	13,750 S.F.
TOTAL	231		25,850 S.F.

OPEN SPACE PROVIDED

3RD FLOOR MAIN COURTYARD	9,111 S.F.
3RD FLOOR NORTH COURTYARD	10,393 S.F.
6TH FLOOR DECK	2,150 S.F.
CLUB ROOM AND FITNESS CENTER	4,465 S.F.
PRIVATE OPEN SPACE (BALCONIES)	5,750 S.F.
TOTAL OPEN SPACE PROVIDED:	**31,869 S.F.**

VEHICULAR PARKING TABULATIONS:

LAND USE	REQUIRED	TOTAL
MULTI FAMILY RESIDENTIAL		
71 - STUDIO	1 SPACE PER UNIT	71 SPACES
50 - 1 BEDROOM	1 SPACE PER UNIT	50 SPACES
74 - 1 BEDROOM PLUS DEN	1 SPACE PER UNIT	74 SPACES
36 - 2 BEDRROM	2 SPACES PER UNIT	72 SPACES
	TOTAL RESIDENTIAL PARKING:	267 SPACES
COMMERCIAL	2 SPACES PER 1,000 S.F.	30 SPACES
RETAIL/RESTAURANT - 15,000 S.F.	**TOTAL PARKING REQUIRED:**	297 SPACES
	TOTAL PARKING PROVIDED:	390 SPACES 360 RESIDENTIAL SPACES 30 COMMERCIAL SPACES

NOTE: PARKING PER DENSITY BONUS PARKING OPTION NO. 1

BICYCLE PARKING TABULATIONS:

LAND USE	REQUIRED	TOTAL
231 RESIDENTIAL MULTI-FAMILY DWELLING UNITS	LONG TERM - 1 SPACE/D.U. SHORT TERM - 1 SPACE/10 D.U.	231 SPACES 23 SPACES
	TOTAL RESIDENTAIL BICYCLE PARKING:	**254 SPACES**
RETAIL/RESTAURANT	LONG TERM - 1 SPACE/2,000 S.F. SHORT TERM - 1 SPACE/2,000 S.F.	8 SPACES 8 SPACES
	TOTAL COMMERICAL BICYCLE PARKING:	**16 SPACES**
	TOTAL BICYCLE PARKING REQUIRED:	**270 SPACES**

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JANUARY 11, 2018

PROJECT TABULATIONS

PLOT PLAN
6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA

FLOOR AREA CALCULATIONS

USE	FLOOR AREA
RETAIL	15,000 S.F.
RESIDENTIAL	203,316 S.F.
TOTAL:	218,316 S.F.

UNIT SUMMARY

STUDIO	71
1 BEDROOM	50
1 BEDROOM +DEN	74
2 BEDROOM	36
TOTAL:	231*

* TOTAL INCLUDES 15 AFFORDABLE UNITS

FAR CALCULATION

LOT AREA	72,772 SF
FLOOR AREA	218,316 SF
FAR	3.0

*DENSITY BONUS INCENTIVE TO CALCULATE BASED ON LOT AREA PRIOR TO STREET DEDICATIONS

DENSITY CALCULATION

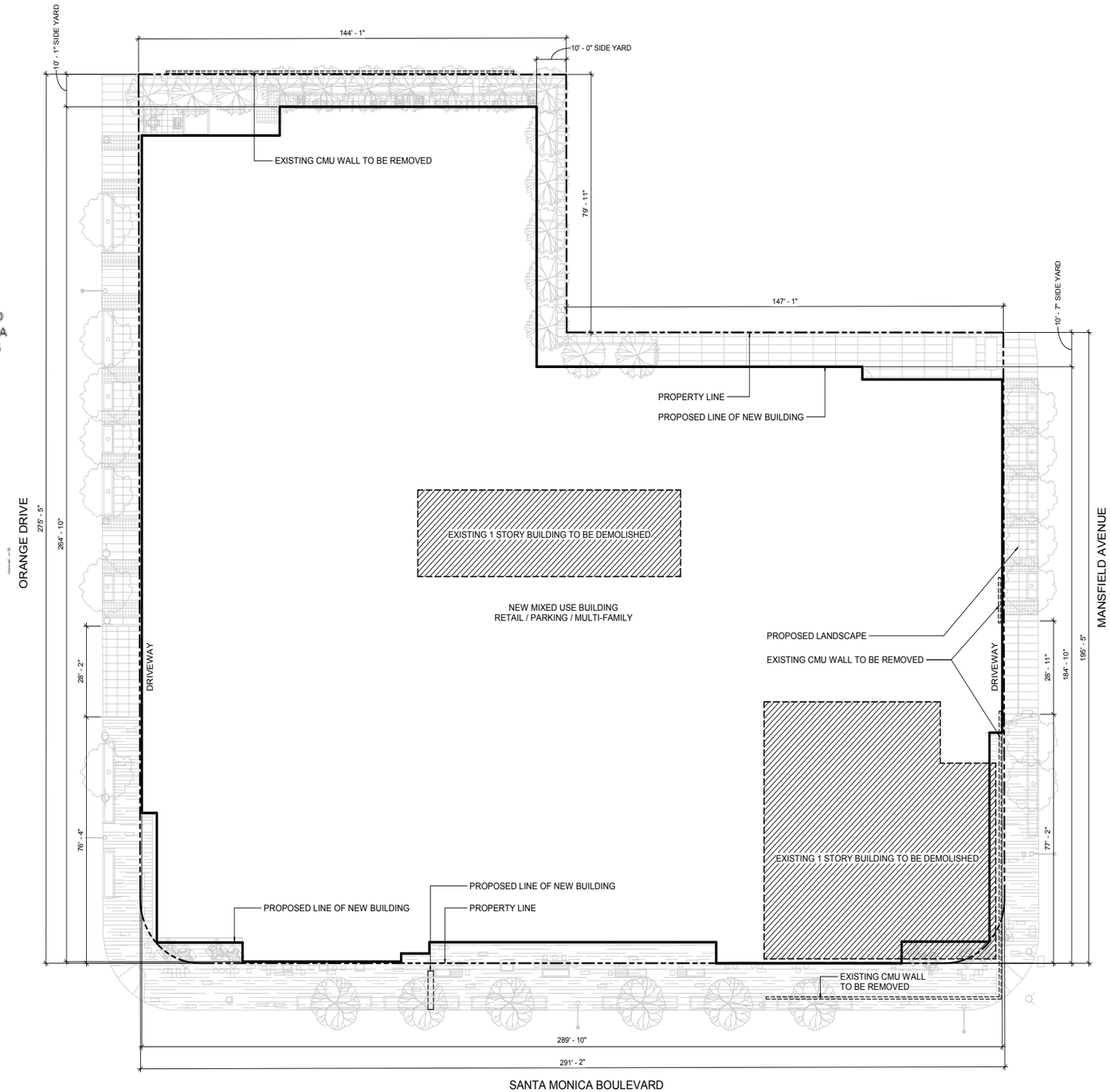
ALLOWABLE BASE (400 SF/DU)	182 DU
27% DENSITY BONUS	49 DU
TOTAL ALLOWED (INCL 27% BONUS)	231 DU

VEHICULAR PARKING REQUIRED

USE	REQ'D	TOTAL
MF RESIDENTIAL		
71 - STUDIO	1 PER UNIT	71 SPACES
50 - 1 BED	1 PER UNIT	50 SPACES
74 - 1 BED + DEN	1 PER UNIT	74 SPACES
36 - 2 BED	2 PER UNIT	72 SPACES
	TOTAL RES:	267 SPACES
COMMERCIAL		
RETAIL-RESTAURANT	2 PER 1,000 SF	30 SPACES
	TOTAL REQ'D:	297 SPACES
	TOTAL PROVIDED:	390 SPACES 360 RES SPACES 30 COMM SPACES

PROPOSED BUILDING HEIGHT

TOTAL MAX HEIGHT ABOVE LOWEST POINT OF ADJACENT GRADE: 80'-4"
*(EXCLUDES ROOF STAIR/ELEVATOR)



OPEN SPACE PROVIDED

3RD FLOOR MAIN COURTYARD	9,111 S.F.
3RD FLOOR NORTH COURTYARD	10,393 S.F.
6TH FLOOR DECK	2,150 S.F.
CLUB ROOM AND FITNESS CENTER	4,465 S.F.
PRIVATE OPEN SPACE (BALCONIES)	5,750 S.F.
TOTAL OPEN SPACE PROVIDED:	**31,869 S.F.**

BICYCLE PARKING REQUIRED

MULTI FAMILY RESIDENTIAL	
LONG TERM	231
SHORT TERM	23
TOTAL RESIDENTIAL:	254
COMMERICAL	
LONG TERM	8
SHORT TERM	8
TOTAL COMMERICAL:	16
TOTAL BICYCLE PARKING REQUIRED:	**270**

BICYCLE PARKING PROVIDED:

MULTI FAMILY RESIDENTIAL	
LONG TERM	231
SHORT TERM	23
TOTAL RESIDENTIAL:	254
COMMERICAL	
LONG TERM	8
SHORT TERM	8
TOTAL COMMERICAL:	16
TOTAL BICYCLE PARKING PROVIDED:	**270**

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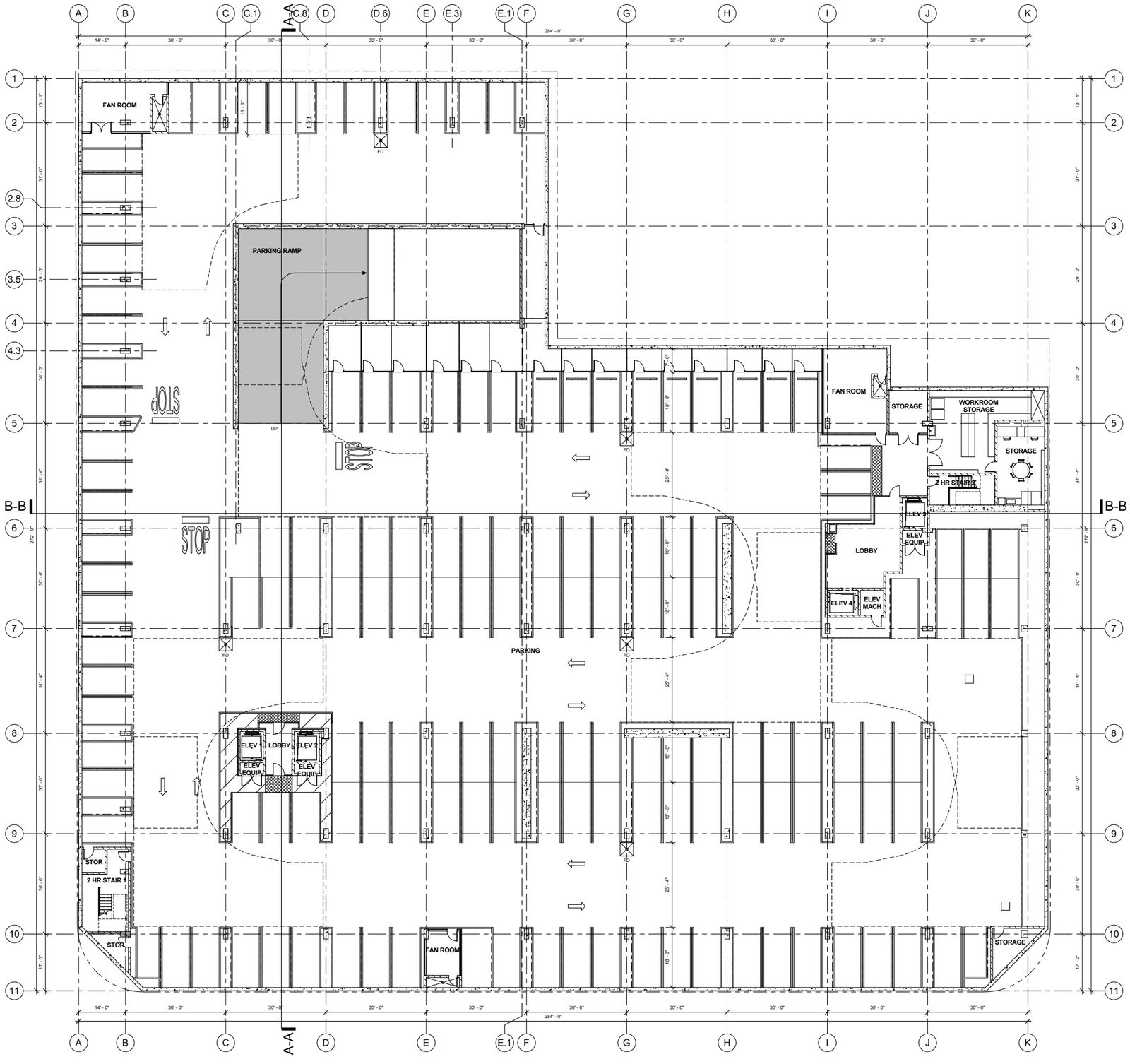
PLOT PLAN

LEVEL B2 - FLOOR PLAN
6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA

1 of 9



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LEVEL B2 - FLOOR PLAN

0'' 16' 32' 48'

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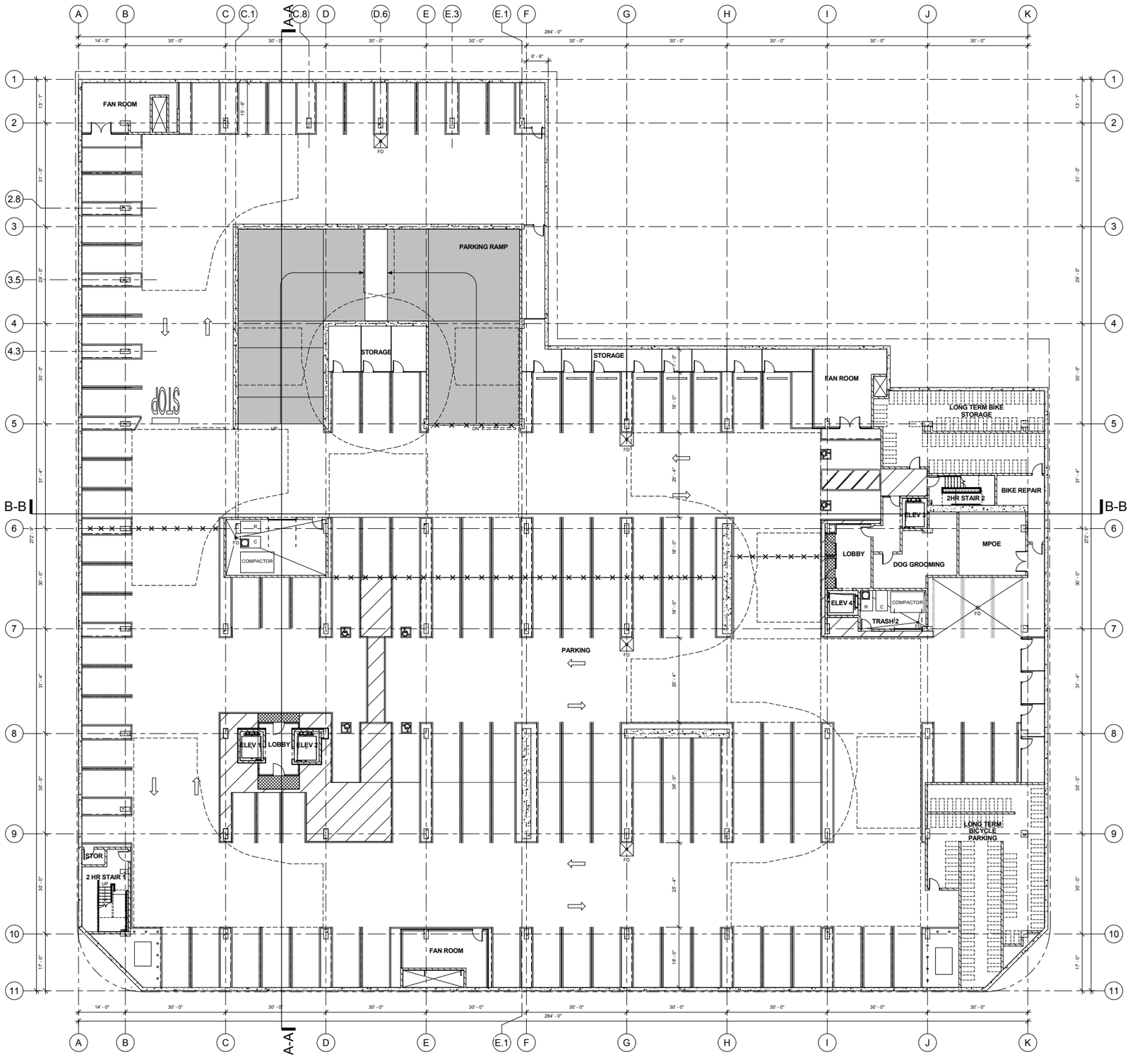
LEVEL B1 - FLOOR PLAN
6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA



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LEVEL B1 - FLOOR PLAN

0' 16' 32' 48'

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LEVEL 1 - FLOOR PLAN
6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA

6901

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LEVEL 1 - FLOOR PLAN

0' 16' 32' 48'

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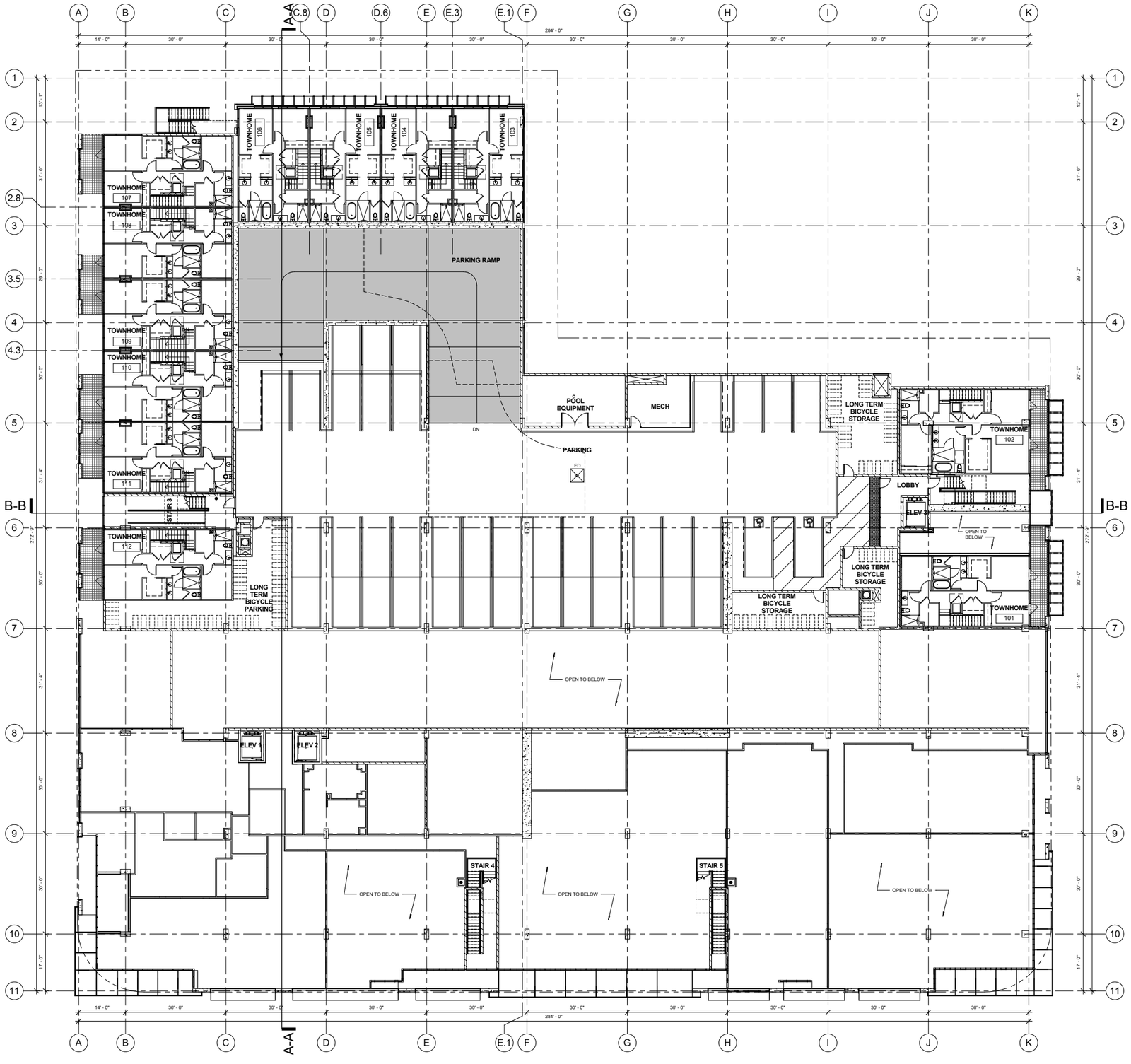
LEVEL 2 - FLOOR PLAN
6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA

6901



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LEVEL 2 - FLOOR PLAN

0' 16' 32' 48'

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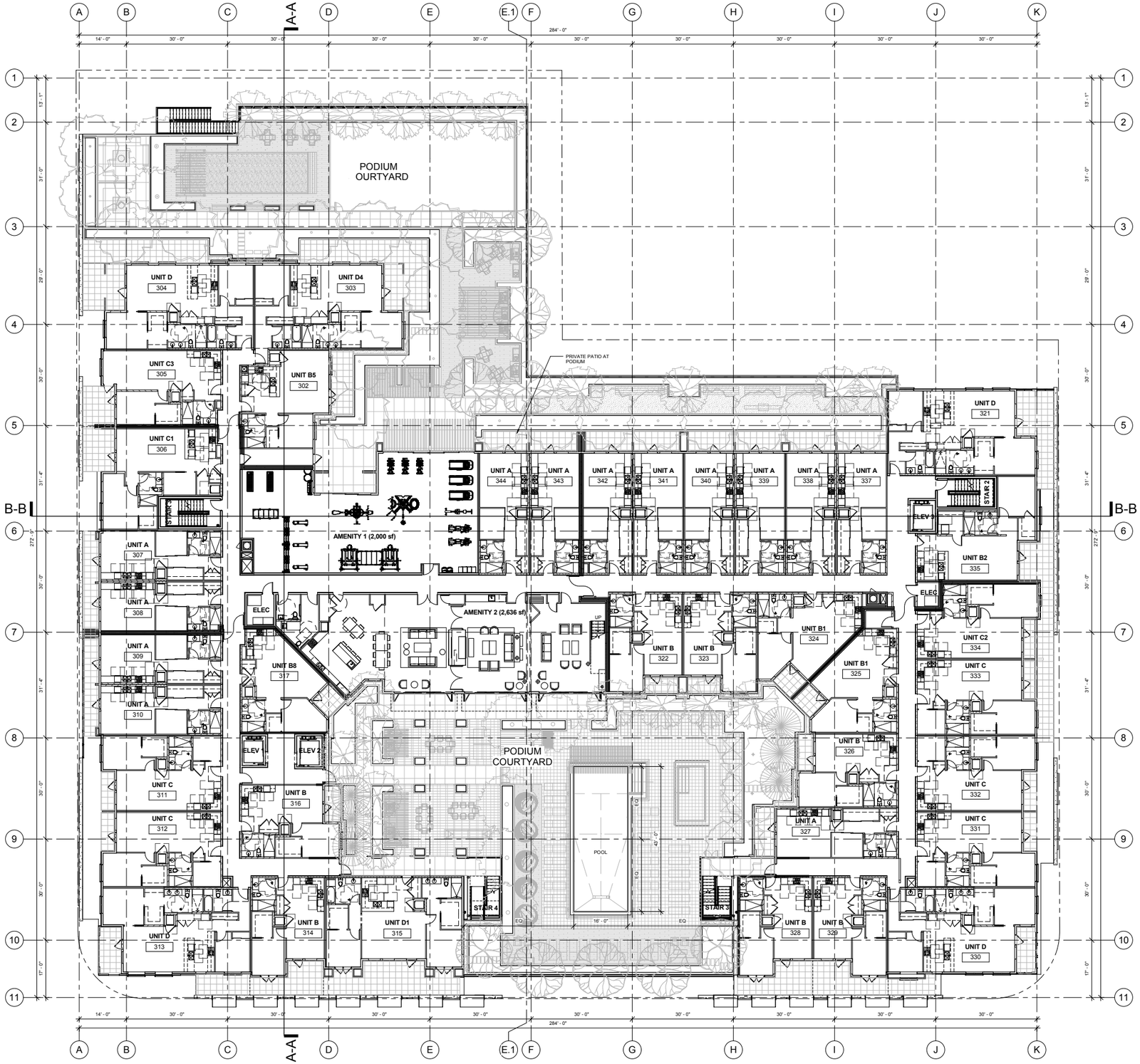
LEVEL 3 - FLOOR PLAN
6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA



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LEVEL 3 - FLOOR PLAN

0' 16' 32' 48'

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LEVEL 4 - FLOOR PLAN
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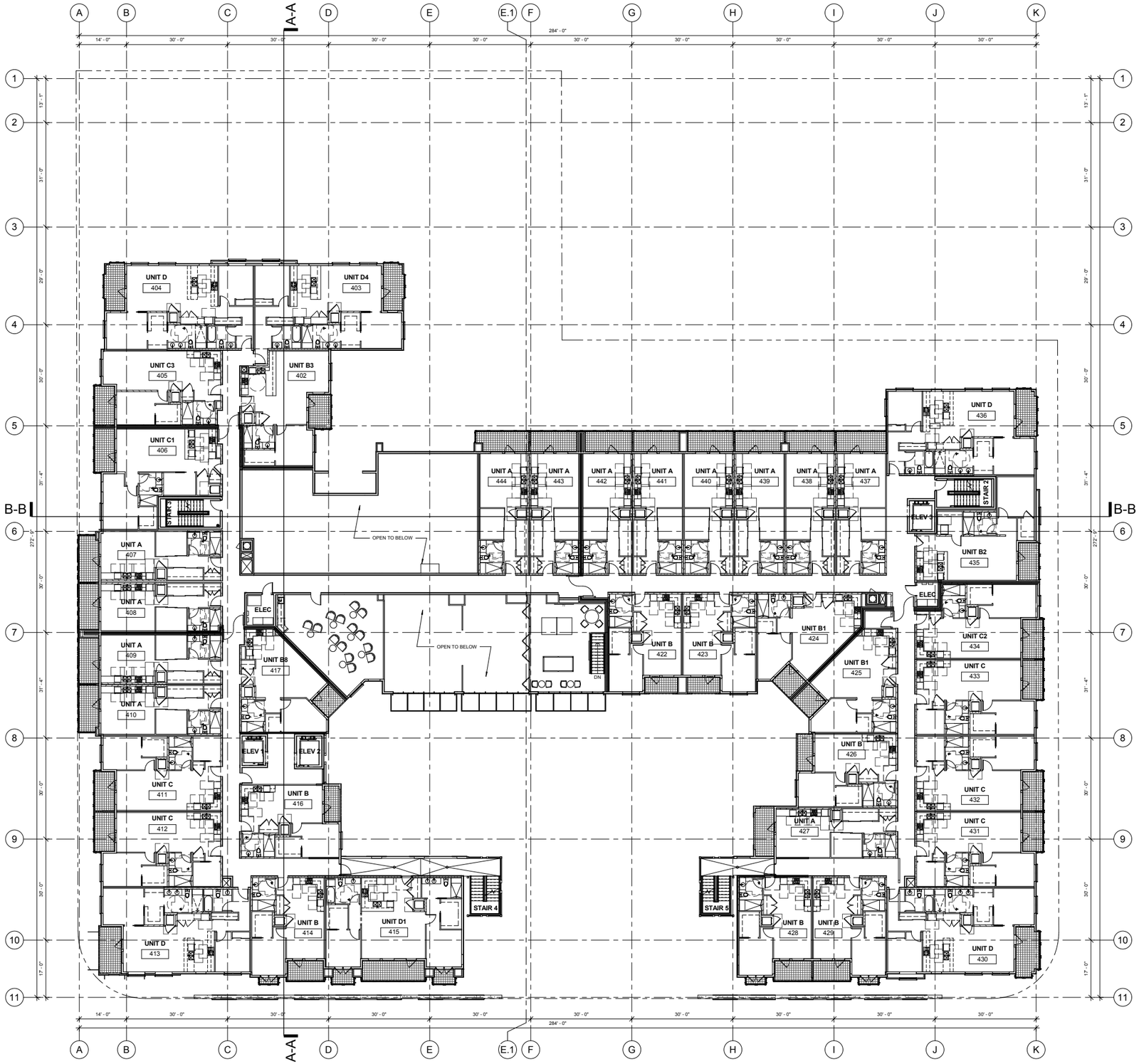
LOS ANGELES, CALIFORNIA

6901



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0' 16' 32' 48'

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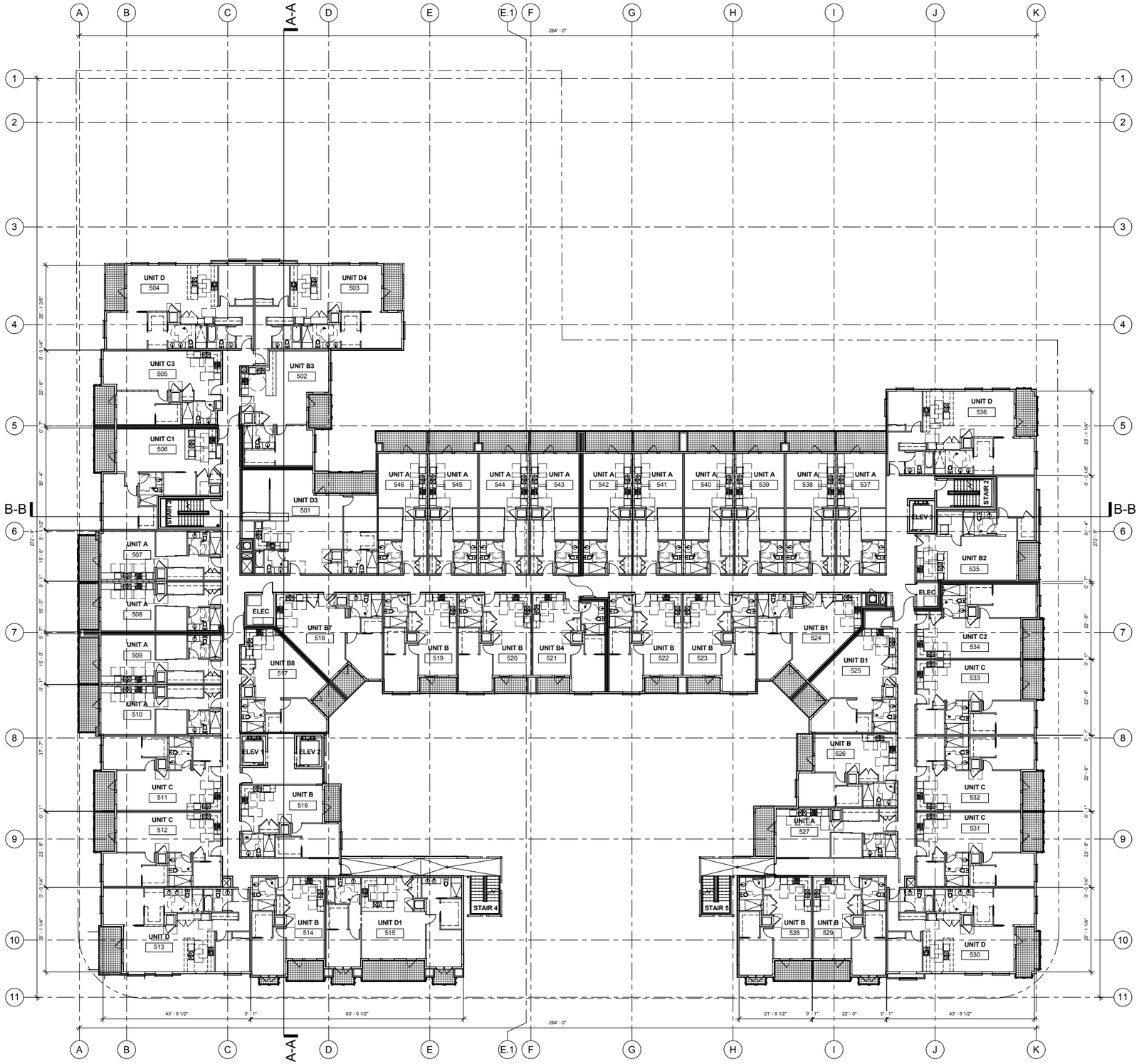
LEVEL 4 - FLOOR PLAN

LEVEL 5 - FLOOR PLAN
6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA

6901



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LEVEL 5 - FLOOR PLAN

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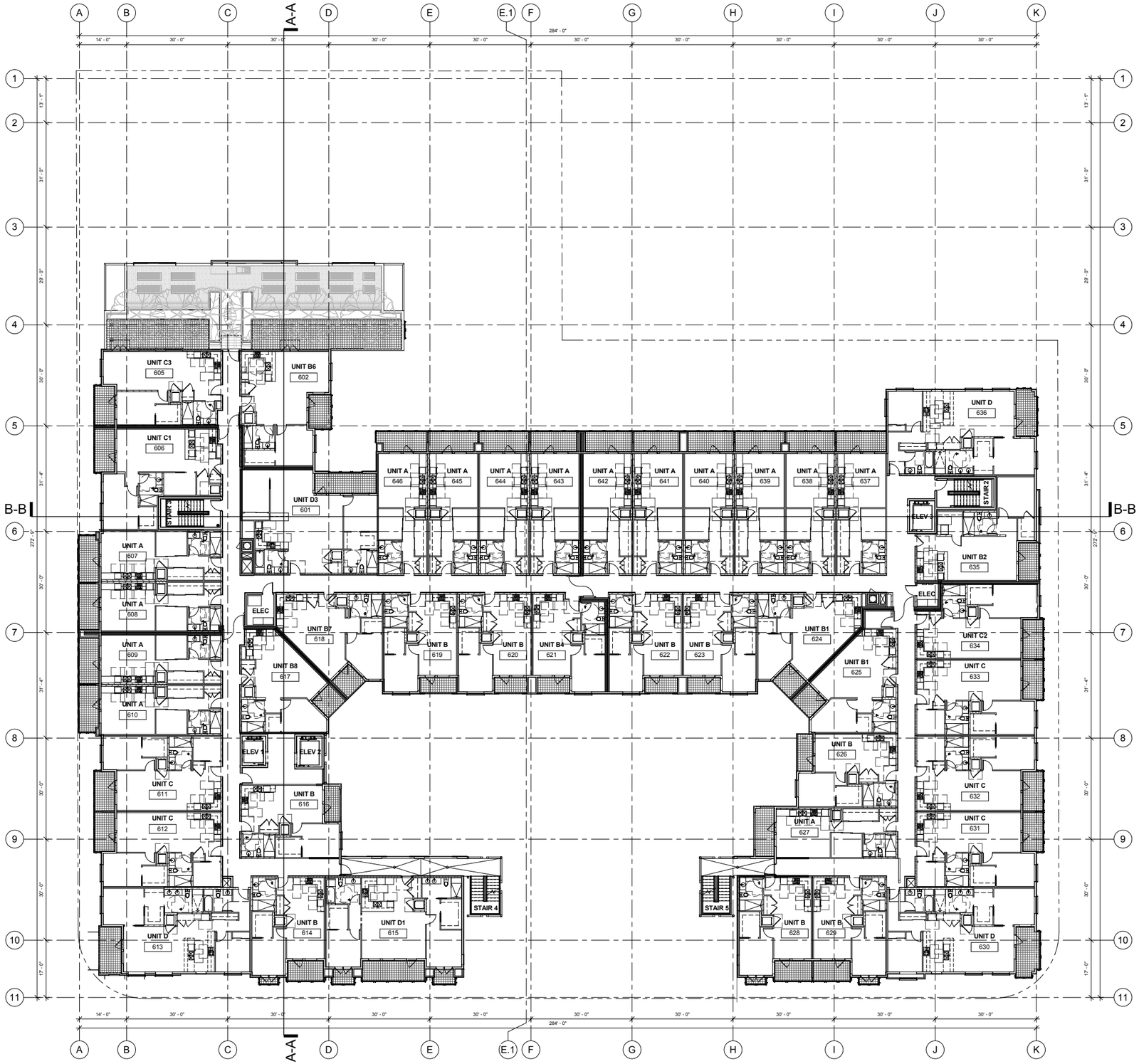
LEVEL 6 - FLOOR PLAN
6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA

6901



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PROJECT NORTH

0' 16' 32' 48'

JANUARY 11, 2018

LEVEL 6 - FLOOR PLAN

LEVEL 7 - FLOOR PLAN
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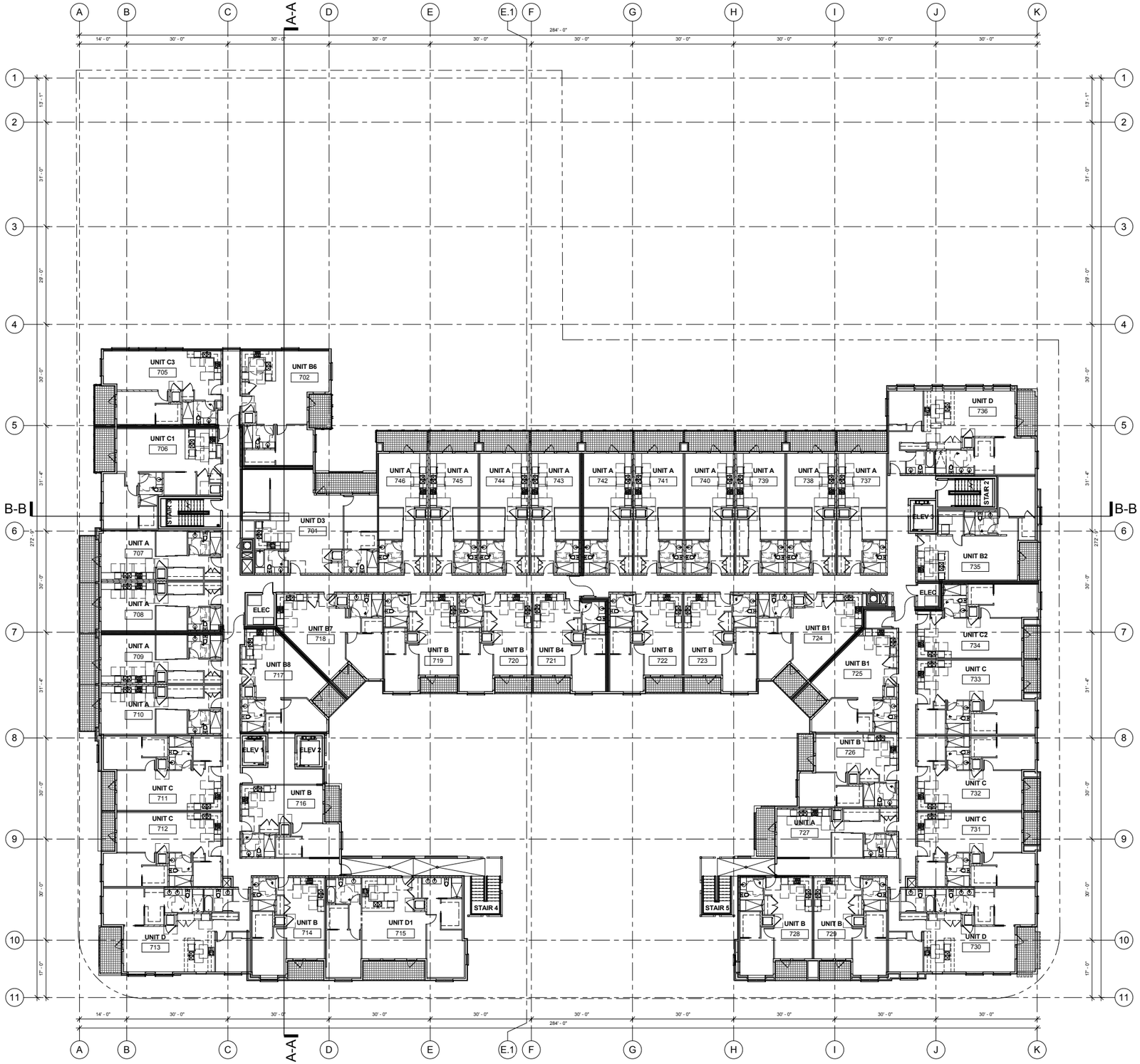
LOS ANGELES, CALIFORNIA

6901



onni group ™
315 W 9th STREET, SUITE 801
LOS ANGELES, CA 90015
T: 213-629-2041

RC ARCHITECTURE
18141 BEACH BLVD., SUITE 240
HUNTINGTON BEACH, CA 92648
T: 949-565-7157

PROJECT NORTH

0' 16' 32' 48'

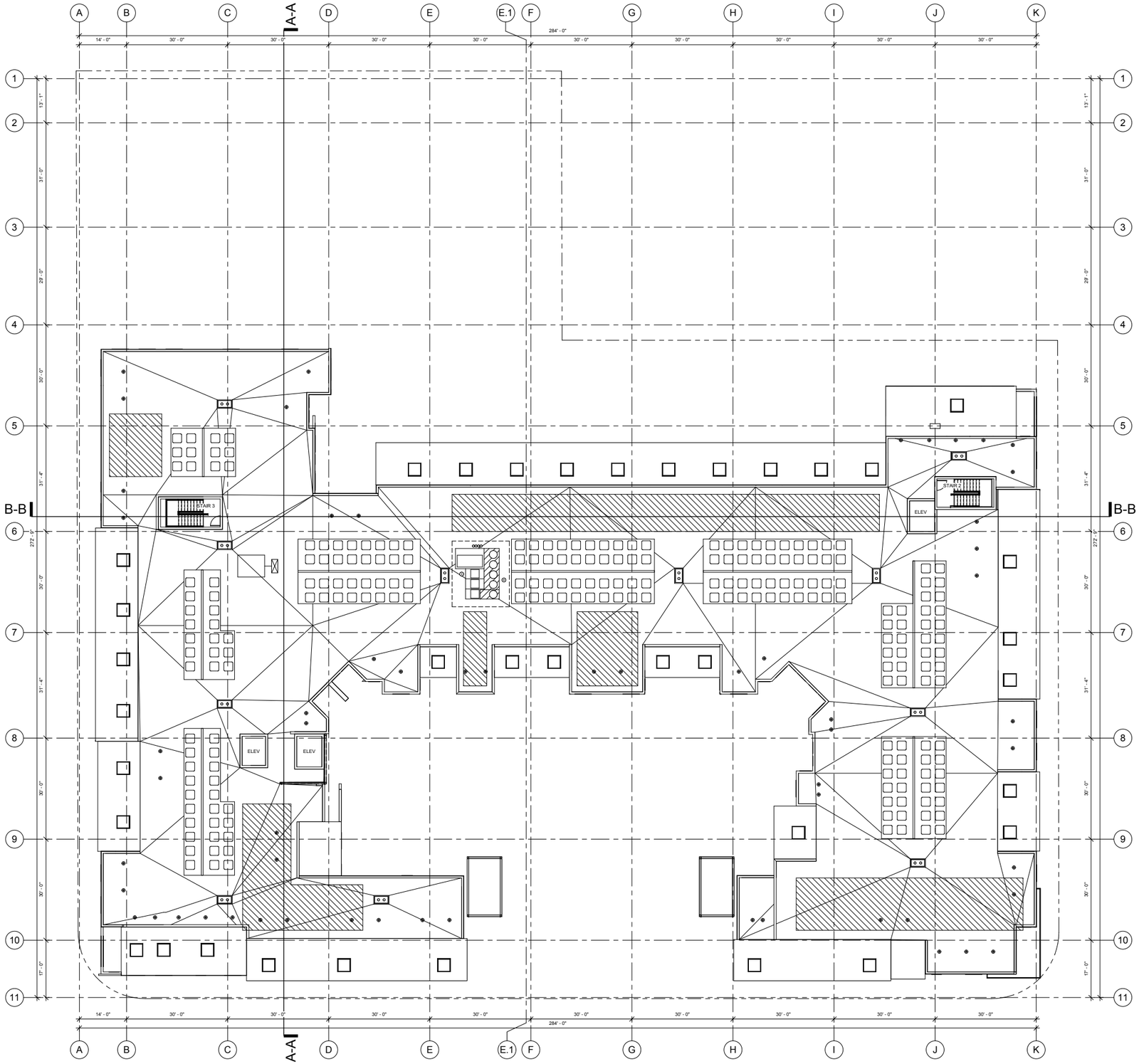
JANUARY 11, 2018

LEVEL 7 - FLOOR PLAN

#

ROOF PLAN

6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA



JANUARY 11, 2018

ROOF PLAN

0'' 16' 32' 48'

PROJECT NORTH

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LOS ANGELES, CA 90015
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SANTA MONICA ELEVATION (SOUTH)
6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA

JANUARY 11, 2018

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6901 SANTA MONICA BLVD

RC ARCHITECTURE

MANSFIELD ELEVATION (EAST)
6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA

JANUARY 11, 2018

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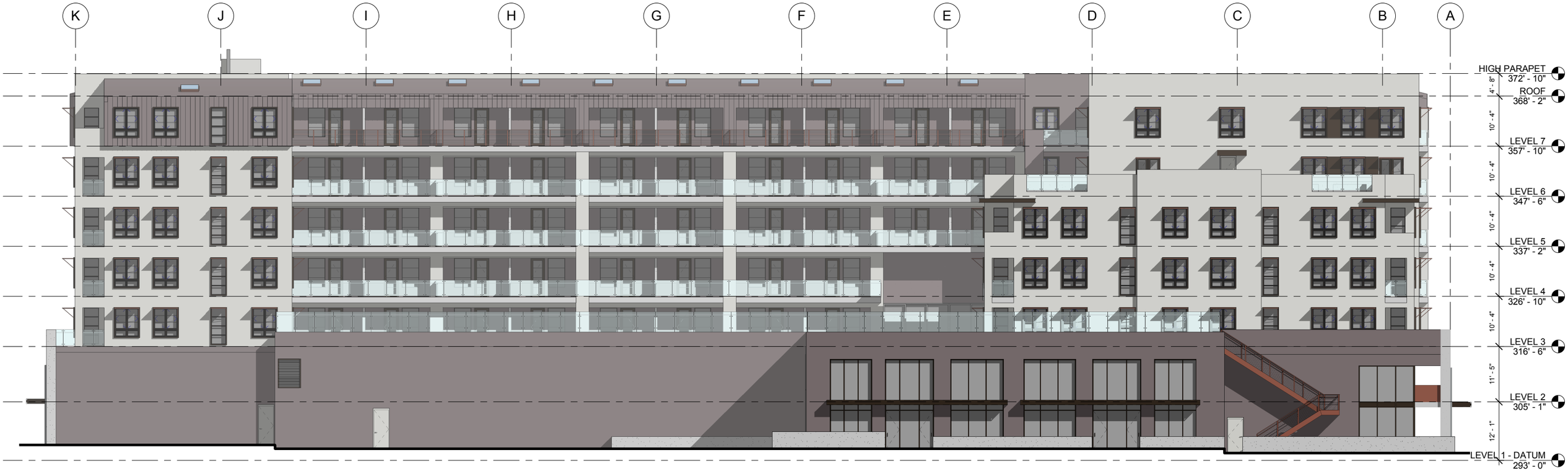
6901 SANTA MONICA BLVD

RC ARCHITECTURE

NORTH ELEVATION
6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA



JANUARY 11, 2018

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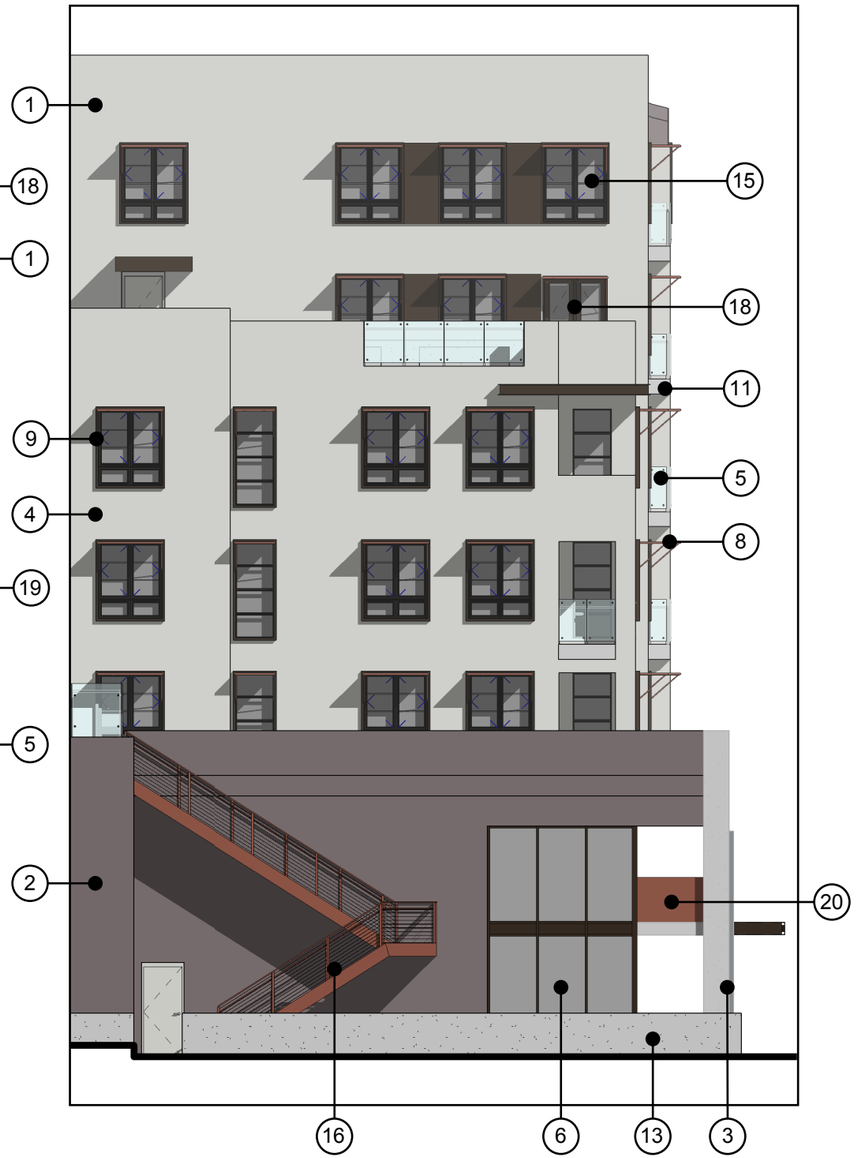
6901 SANTA MONICA BLVD

RC ARCHITECTURE

ORANGE ELEVATION (WEST)
6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA

JANUARY 11, 2018

6901 SANTA MONICA BLVD



1. FINE SAND FINISH STUCCO - SILVER CHAIN
2. FINE SAND FINISH STUCCO - PIGMENTO RED
3. BOARD FORM CONCRETE - SEALED NATURAL FINISH
4. PAINTED METAL PANEL CLADDING - PIGMENTO RED
5. STEEL AND FROSTED GLASS RAILING
6. CURTAIN WALL - DUAL LOW-E CLEAR GLAZING
7. HORIZONTAL METAL CABLE RAILING
8. DARK BRONZE COLORED STEEL CANVAS AWNINGS
9. STEEL WINDOW SURROUND - DARK BRONZE
10. SKYLIGHTS
11. STUCCO BALCONY FLOORS
12. METAL STAIR TOWER - RUST
13. BOARD FORM CONCRETE - PLANTER
14. NOT USED
15. VINYL WINDOWS - DARK BRONZE
16. STAIR WITH METAL CABLE RAILING
17. STEEL OVERHANG AT STOREFRONT - DARK BRONZE
18. PATIO DOORS - DARK BRONZE
19. FRENCH DOORS - DARK BRONZE
20. METAL PANEL RAILING - RUST

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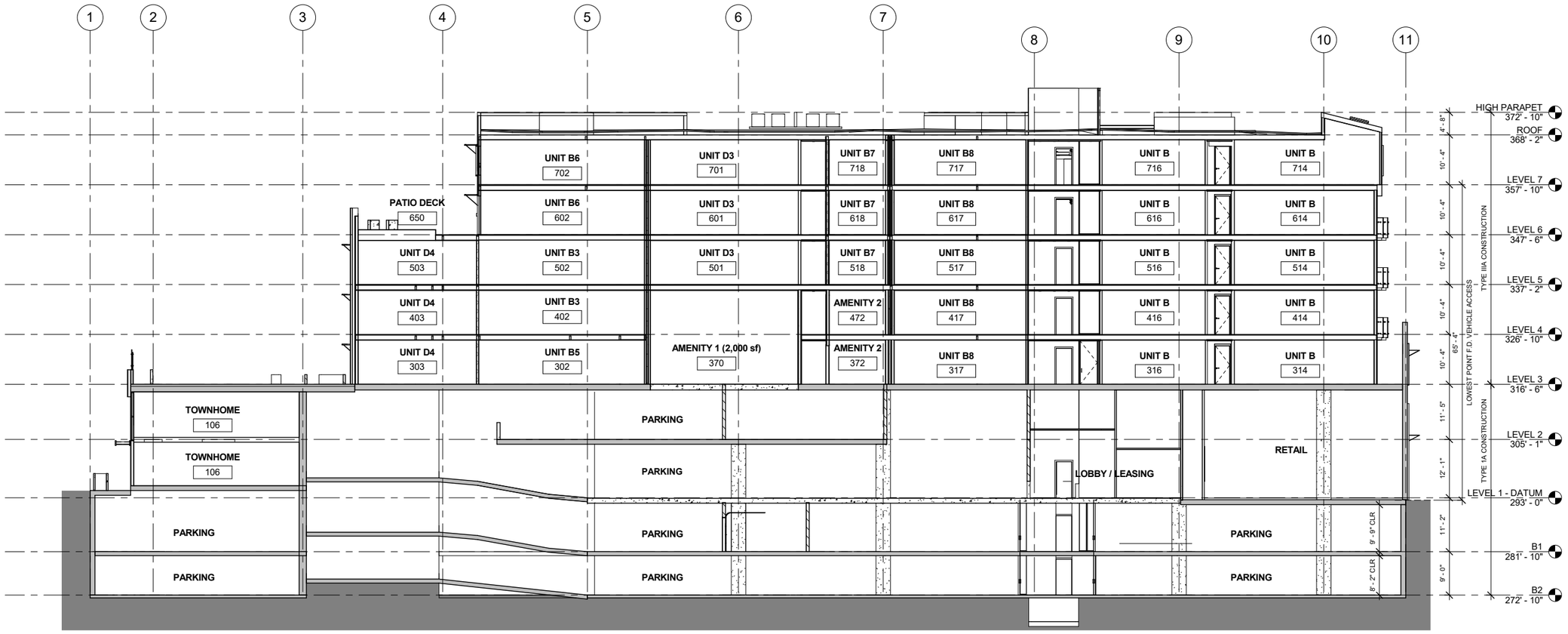
6901 SANTA MONICA BLVD

RC ARCHITECTURE

SECTION A-A
6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA

6901



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RC ARCHITECTURE
18141 BEACH BLVD., SUITE 240
HUNTINGTON BEACH, CA 92648
T: 949-565-7157

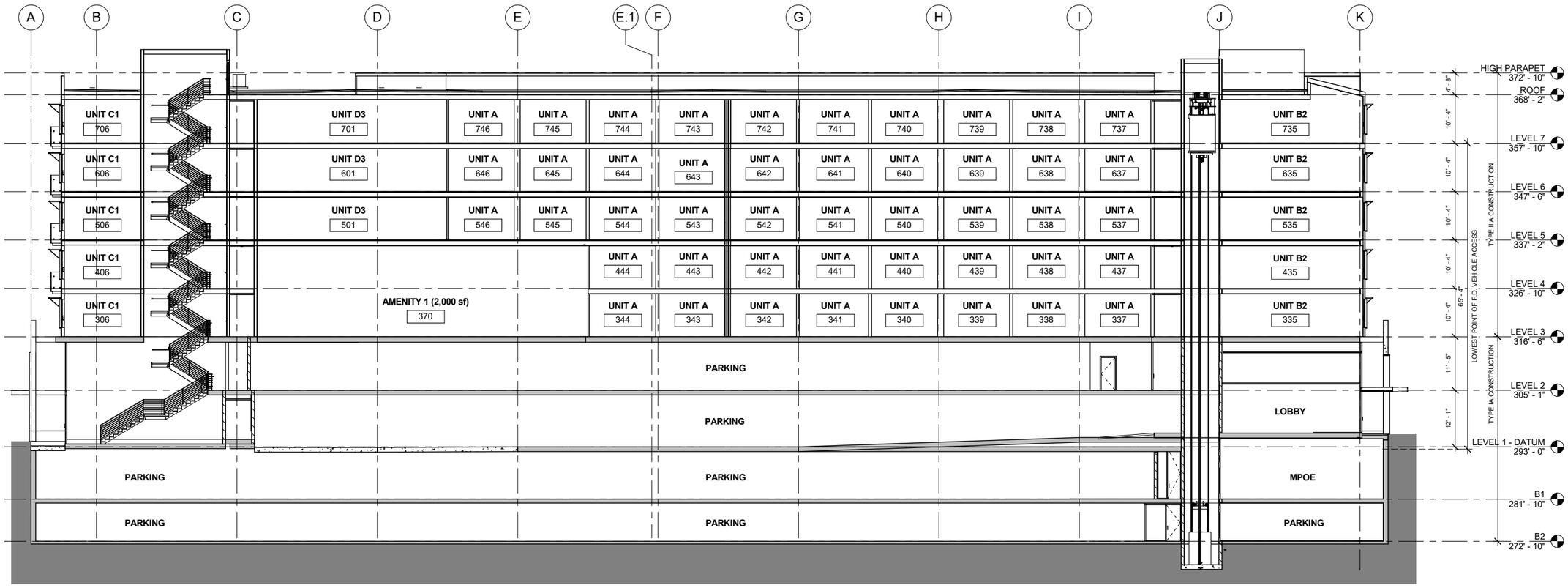
JANUARY 11, 2018

SECTION A-A

0' 10' 20' 30'

SECTION B-B
6901 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA

6901



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HUNTINGTON BEACH, CA 92648
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JANUARY 11, 2018

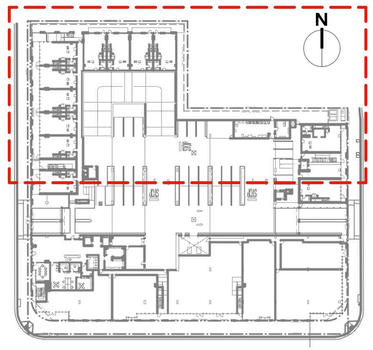
SECTION B-B

0' 10' 20' 30'


KILOGRAPH
EVERMOTION


6907
EVERMOTION


KILOGRAPH



OPEN SPACE ANALYSIS

OPEN SPACE PROVIDED		
OUTDOOR COMMON		
3RD LEVEL MAIN COURTYARD, 15' MIN. DIMENSION, OPEN TO SKY	9,111 S.F.	
3RD LEVEL NORTH COURTYARD, 15' MIN. DIM., OPEN TO SKY	10,393 S.F.	
6TH LEVEL DECK, 15' MIN. DIM., OPEN TO SKY	2,150 S.F.	
	21,654 S.F.	
INDOOR COMMON		
3RD LEVEL CLUB ROOM AND FITNESS CENTER	4,465 S.F.	
PRIVATE	5,750 S.F.	
TOTAL OPEN SPACE PROVIDED	31,869 S.F.	

LANDSCAPING REQUIRED	
LANDSCAPING REQUIRED @ 25% MIN. OF PROVIDED COMMON OPEN SPACE	5,416 S.F.
LANDSCAPING PROVIDED	
LEVEL 3 MAIN COURTYARD	2,650 S.F.
LEVEL 4 NORTH COURTYARD	2,341 S.F.
LEVEL 6 DECK	675 S.F.
	5,666 S.F.
TREES REQUIRED AND PROVIDED	
1 PER 4 UNITS, 230 UNITS:	58 TREES REQUIRED
NEW TREES PROVIDED, MIN. 24" BOX SIZE	
LEVEL 3 MAIN COURTYARD	28 TREES
LEVEL 3 NORTH COURTYARD	32 TREES
LEVEL 6 DECK	4 TREES
	64 TREES PROVIDED

GENERAL PLANTING NOTES:

1. ALL PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES LANDSCAPE GUIDELINES.
2. ALL TREE AND SHRUB AREAS TO BE MULCHED WITH 50MM (2") OF MEDIUM FINE MULCH, LESS THAN 50MM (2") DIAMETER.
3. ROOTZONE TO REST ON TAMPED PLANTING SOIL.
4. SHRUBS: PREPARE PLANTING HOLES AS SPECIFIED. PLANT AT THE SAME GRADE AS NURSERY. WATER AND FERTILIZE AS SPECIFIED. ENSURE POSITIVE DRAINAGE THROUGHOUT PLANTING BED.
5. STREET TREE SIZE AND SPACING TO BE AS PER CITY OF LOS ANGELES ARBORIST.
6. TREE: PREPARE PLANTING HOLES AS SPECIFIED INSTALL TOP OF ROOTZONE 6" ABOVE FINISHED GRADE OF GROWING MEDIUM. WATER AND FERTILIZE AS SPECIFIED BY NURSERY.
7. INSTALL TREE PROTECTION FENCING AROUND ALL EXISTING TREES TO CITY OF LOS ANGELES STANDARDS. INSTALL TREE PROTECTION FENCING ON NEW PLANTING IF PHASED INSTALLATION IS REQUIRED.
8. FINAL SOFTSCAPE AND GRADING LAYOUTS AS WELL AS LOCATION SPACING TO BE APPROVED BY LANDSCAPE ARCHITECTS IN THE FIELD PRIOR TO INSTALLATION.
9. IN CASE OF A DISCREPANCY BETWEEN PLANT INFORMATION ON THE LIST AND ON THE PLAN, THE LATTER SHALL PREVAIL.
10. ALL PLANT MATERIAL TO BE MANUALLY WATERED FROM START OF INSTALLATION THROUGH THE END OF THE WARRANTY PERIOD.
11. ALL PLANTING BEDS TO RECEIVE AUTOMATIC DRIP IRRIGATION, REFER TO IRRIGATION PLANS.
12. PLANT REFERENCING: WWW.MONROVIA.COM; 2012 THE NEW SUNSET WESTERN GARDEN; AND WWW.CNPS.ORG

SITE TREE SHADING:

TREE CANOPY COVERAGE AFTER 5-YEAR MATURITY:

GROUND FLOOR CANOPY =	7928.9 ft²
LEVEL 3 FLOOR CANOPY =	14,770.6 ft²
LEVEL 6 FLOOR CANOPY =	560 ft²
TOTAL CANOPY =	23,259.5 ft²
TOTAL PLANTER COVERED BY TREE CANOPY =	-8680.2 ft²
TREE SHADING PROVIDED =	14,579.3 ft²

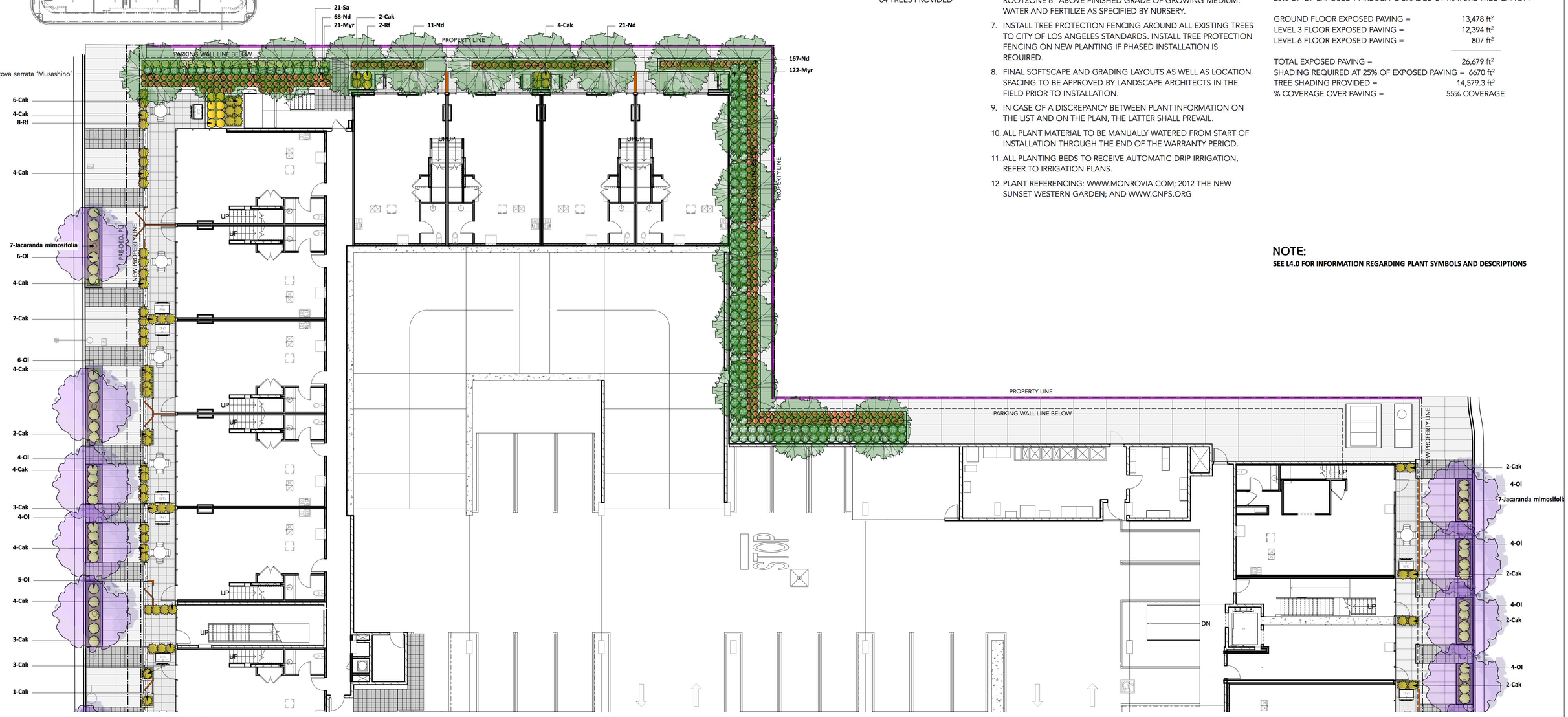
GREEN BUILDING CODE:

25% OF OF EXPOSED HARDSCAPE SHADED BY MATURE TREE CANOPY

GROUND FLOOR EXPOSED PAVING =	13,478 ft²
LEVEL 3 FLOOR EXPOSED PAVING =	12,394 ft²
LEVEL 6 FLOOR EXPOSED PAVING =	807 ft²
TOTAL EXPOSED PAVING =	26,679 ft²
SHADING REQUIRED AT 25% OF EXPOSED PAVING =	6670 ft²
TREE SHADING PROVIDED =	14,579.3 ft²
% COVERAGE OVER PAVING =	55% COVERAGE

NOTE:

SEE L4.0 FOR INFORMATION REGARDING PLANT SYMBOLS AND DESCRIPTIONS



1 PLANTING PLAN - LEVEL 1 - NORTH
SCALE: 3/32" = 1'-0"

Enns Gauthier
landscape architects

onni group

H	Issued for Entitlement	18-01-11
G	Issued for 60% CD	17-12-11
F	Issued for Check Submittal	17-12-01
E	Issued for 50% CD	17-10-26
D	Issued for 100% DD	17-10-04

6901 Santa Monica Boulevard
Landscape Design

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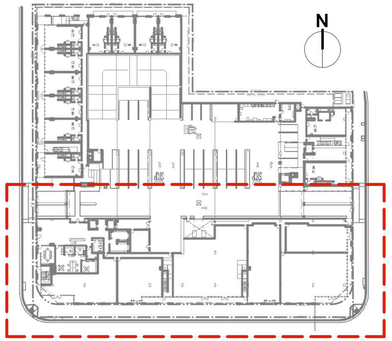
17086

June, 2017

L1.3

PLANTING PLAN - LEVEL 1 - NORTH



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12. PLANT REFERENCING: WWW.MONROVIA.COM; 2012 THE NEW

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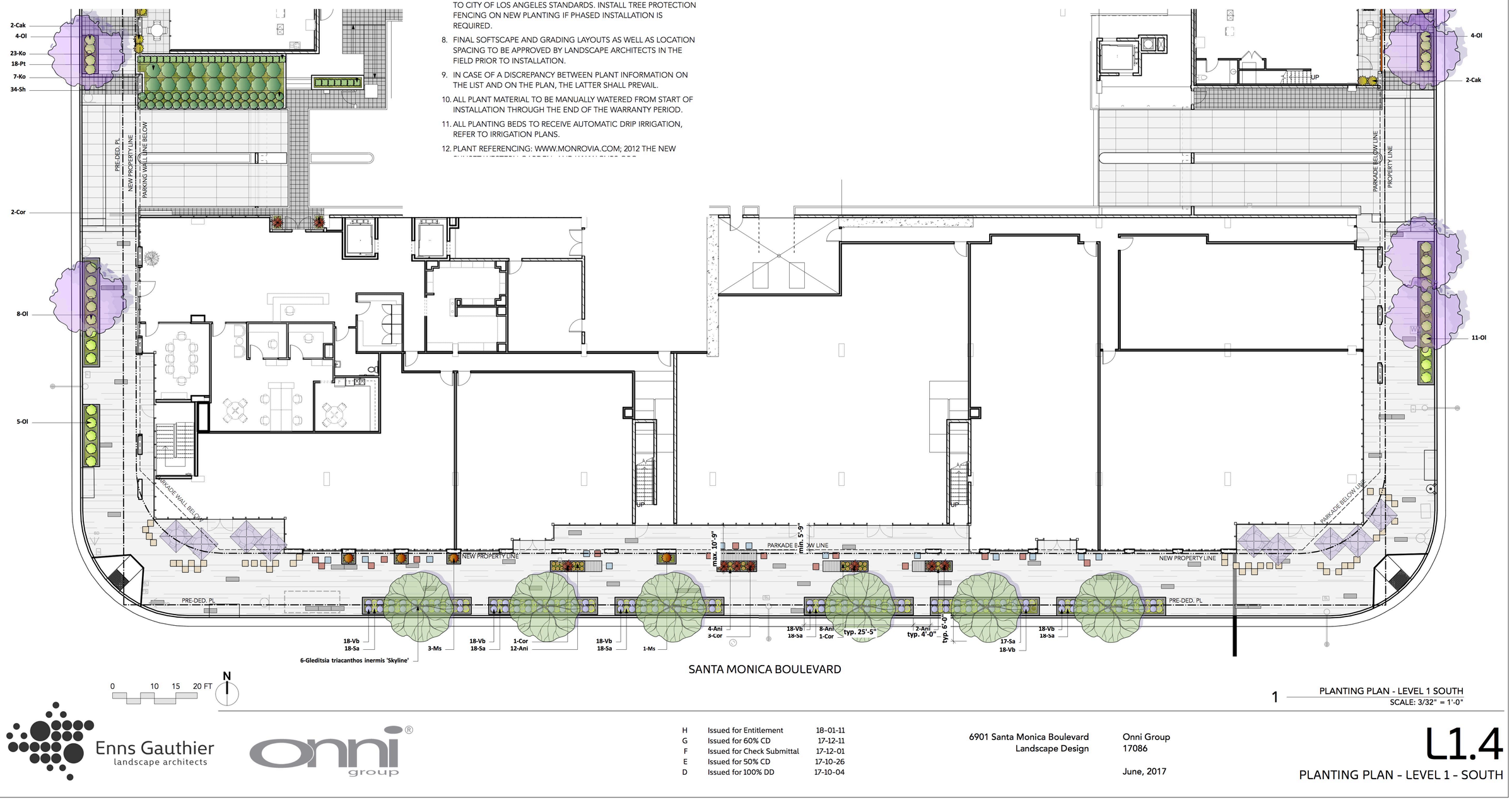


1 PLANTING PLAN - LEVEL 1 SOUTH
SCALE: 3/32" = 1'-0"

Enns Gauthier
landscape architects

onni group

H	Issued for Entitlement	18-01-11
G	Issued for 60% CD	17-12-11
F	Issued for Check Submittal	17-12-01
E	Issued for 50% CD	17-10-26
D	Issued for 100% DD	17-10-04

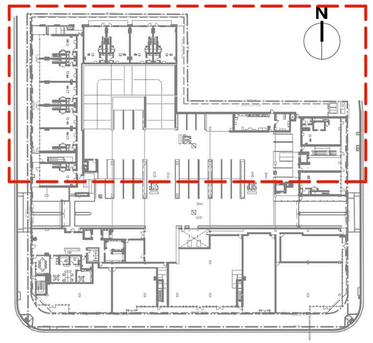
6901 Santa Monica Boulevard
Landscape Design

Onni Group
17086

June, 2017

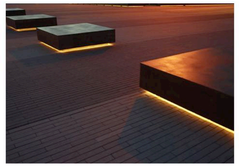
L1.4

PLANTING PLAN - LEVEL 1 - SOUTH



Type A- BK Denali Flood Light

Type B - White LED Light Strings



Type C - Seat Lighting

Type D - Planter Lighting

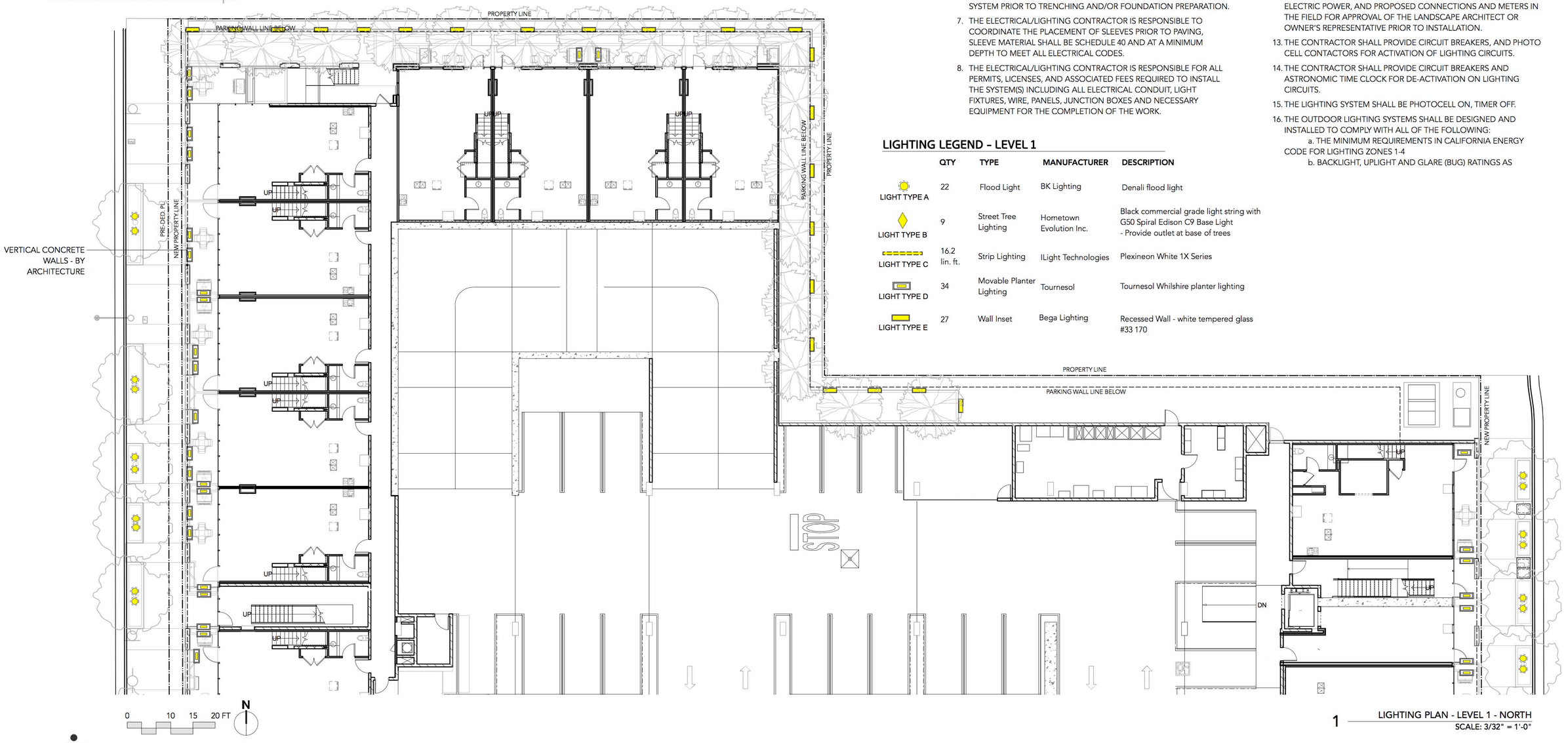
Type E - Wall Inset Lighting

GENERAL LIGHTING NOTES:

1. THE ELECTRICAL CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR ALL ELECTRICAL WORK FOR THE LANDSCAPE ARCHITECTS APPROVAL. SHOP DRAWINGS SHALL BE SIGNED AND SEALED BY LICENSED ELECTRIACAL ENGINNER, OR MASTER ELECTRICIAN. PRIOR TO WORK COMMENCING/INSTALLATION.
2. ALL FIXTURE TYPES, SPACING, AND QUANTITIES TO BE CONFIRMED.
3. PRICE BASED ON LED LIGHT SOURCE FOR APPLICABLE LUMINARES
4. REFER TO ELECTRICAL ENGINEER FOR SERVICING REQUIREMENTS
5. THE LIGHTING CONTRACTOR IS OBLIGATED TO REFER TO THE LANDSCAPE PLANS AND DETAILS FOR LOCATIONS OF FIXTURES RELATIVE TO THE PROPOSED HARDSCAPE AND PLANTING PLANS. NOTED DIMENSIONS ARE APPROXIMATE. REFER TO NOTE OR ENLARGEMENT, FOR FINAL PLACEMENT. CONTACT LANDSCAPE ARCHITECT FOR CLARIFICATION, IF NEEDED.
6. THE LANDSCAPE ARCHITECT OR CLIENT'S REPRESENTATIVE SHALL APPROVE THE FLAGGED LAYOUT OF THE FIXTURES AND ELECTRICAL SYSTEM PRIOR TO TRENCHING AND/OR FOUNDATION PREPARATION.
7. THE ELECTRICAL/LIGHTING CONTRACTOR IS RESPONSIBLE TO COORDINATE THE PLACEMENT OF SLEEVES PRIOR TO PAVING, SLEEVE MATERIAL SHALL BE SCHEDULE 40 AND AT A MINIMUM DEPTH TO MEET ALL ELECTRICAL CODES.
8. THE ELECTRICAL/LIGHTING CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS, LICENSES, AND ASSOCIATED FEES REQUIRED TO INSTALL THE SYSTEM(S) INCLUDING ALL ELECTRICAL CONDUIT, LIGHT FIXTURES, WIRE, PANELS, JUNCTION BOXES AND NECESSARY EQUIPMENT FOR THE COMPLETION OF THE WORK.
9. THE ELECTRIACL/LIGHTING CONTRACTOR IS RESPONSIBLE FOR CONTACTING UTILITY COMPANIES, COMMUNICATIONS PROVIDERS AND OTHERS TO IDENTIFY AND MARK LOCATIONS OF ALL UNDERGROUND UTILITIES WITHIN THE SCOPE OF WORK. KNOWN UTILITIES WHICH MAY BE ENCOUNTERED INCLUDE: ELECTRICAL, STORM SEWER, WATER, AND SANITARY SEWER.
10. VERIFY IN FIELD, ALL LOCATIONS OF FIXTURES, ELECTRICAL LINES OR OTHER LIGHTING SYSTEM ELEMANTS WITHIN THE DRIP LINE OF ANY EXISTING TREES. NOTIFY LANDSCAPE ARCHITECT OF SUCH OCCURRENCES PRIOR TO COMMENCEMENT OF WORK. HAND EXCAVATE WITHIN THE DRIPLINE OF ANY TREE, REFER TO SPECIFICATIONS.
11. ELECTRICAL CONDUIT LAYOUT IS DIAGRAMMATIC ON DOCUMENTS. ADJUST LOCATIONS ON SITE TO ACCOMODATE EXISTING JOB CONDITIONS AND TO ACHIEVE MINIMAL IMPACT TO IN PLACE AND FUTURE ELEMENTS. AVOID INSTALLATIONS UNDER TREES.
12. THE CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING ELECTRIC POWER, AND PROPOSED CONNECTIONS AND METERS IN THE FIELD FOR APPROVAL OF THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
13. THE CONTRACTOR SHALL PROVIDE CIRCUIT BREAKERS, AND PHOTO CELL CONTACTORS FOR ACTIVATION OF LIGHTING CIRCUITS.
14. THE CONTRACTOR SHALL PROVIDE CIRCUIT BREAKERS AND ASTRONOMIC TIME CLOCK FOR DE-ACTIVATION ON LIGHTING CIRCUITS.
15. THE LIGHTING SYSTEM SHALL BE PHOTOCELL ON, TIMER OFF.
16. THE OUTDOOR LIGHTING SYSTEMS SHALL BE DESIGNED AND INSTALLED TO COMPLY WITH ALL OF THE FOLLOWING:
    a. THE MINIMUM REQUIREMENTS IN CALIFORNIA ENERGY CODE FOR LIGHTING ZONES 1-4
    b. BACKLIGHT, UPLIGHT AND GLARE (BUG) RATINGS AS

LIGHTING LEGEND - LEVEL 1

	QTY	TYPE	MANUFACTURER	DESCRIPTION
LIGHT TYPE A	22	Flood Light	BK Lighting	Denali flood light
LIGHT TYPE B	9	Street Tree Lighting	Hometown Evolution Inc.	Black commercial grade light string with G50 Spiral Edison C9 Base Light - Provide outlet at base of trees
LIGHT TYPE C	16.2 lin. ft.	Strip Lighting	ILight Technologies	Plexineon White 1X Series
LIGHT TYPE D	34	Movable Planter Lighting	Tournesol	Tournesol Whilshire planter lighting
LIGHT TYPE E	27	Wall Inset	Bega Lighting	Recessed Wall - white tempered glass #33 170



1 LIGHTING PLAN - LEVEL 1 - NORTH
SCALE: 3/32" = 1'-0"

Enns Gauthier
landscape architects

onni group

G	Issued for 60% CD	17-12-11
F	Issued for Check Submittal	17-12-01
E	Issued for 50% CD	17-10-26
D	Issued for 100% DD	17-10-04
C	Issued for 90% DD	17-09-25

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Landscape Design

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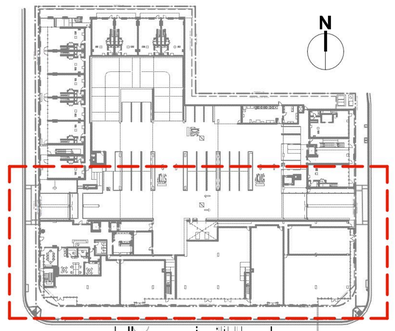
17086

June, 2017

L1.6

LIGHTING PLAN - LEVEL 1 - NORTH



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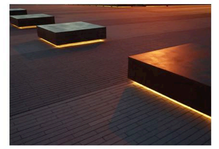

Type C - Seat Lighting

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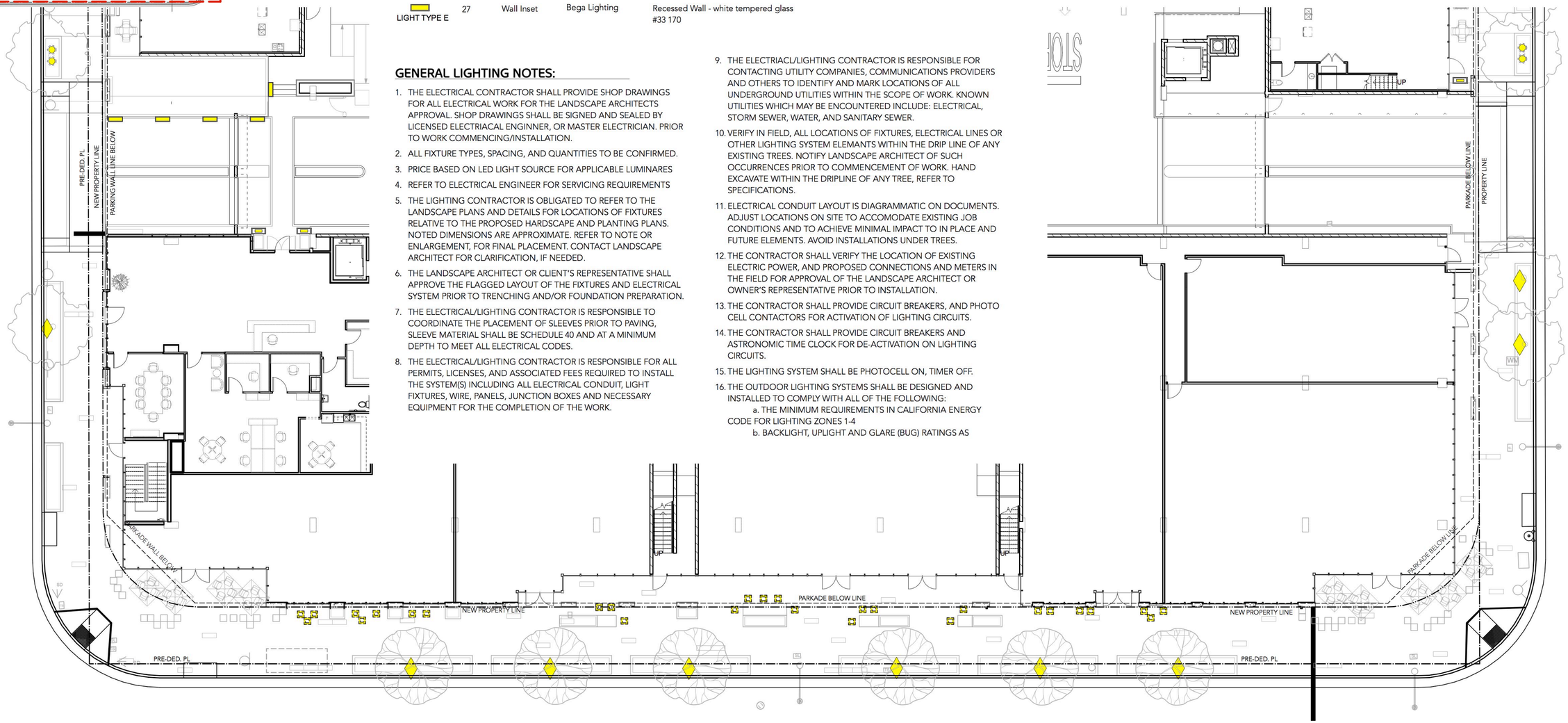
11. ELECTRICAL CONDUIT LAYOUT IS DIAGRAMMATIC ON DOCUMENTS. ADJUST LOCATIONS ON SITE TO ACCOMODATE EXISTING JOB CONDITIONS AND TO ACHIEVE MINIMAL IMPACT TO IN PLACE AND FUTURE ELEMENTS. AVOID INSTALLATIONS UNDER TREES.
12. THE CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING ELECTRIC POWER, AND PROPOSED CONNECTIONS AND METERS IN THE FIELD FOR APPROVAL OF THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
13. THE CONTRACTOR SHALL PROVIDE CIRCUIT BREAKERS, AND PHOTO CELL CONTACTORS FOR ACTIVATION OF LIGHTING CIRCUITS.
14. THE CONTRACTOR SHALL PROVIDE CIRCUIT BREAKERS AND ASTRONOMIC TIME CLOCK FOR DE-ACTIVATION ON LIGHTING CIRCUITS.
15. THE LIGHTING SYSTEM SHALL BE PHOTOCELL ON, TIMER OFF.
16. THE OUTDOOR LIGHTING SYSTEMS SHALL BE DESIGNED AND INSTALLED TO COMPLY WITH ALL OF THE FOLLOWING:
    a. THE MINIMUM REQUIREMENTS IN CALIFORNIA ENERGY CODE FOR LIGHTING ZONES 1-4
    b. BACKLIGHT, UPLIGHT AND GLARE (BUG) RATINGS AS



1 LIGHTING PLAN - LEVEL 1 SOUTH
SCALE: 3/32" = 1'-0"

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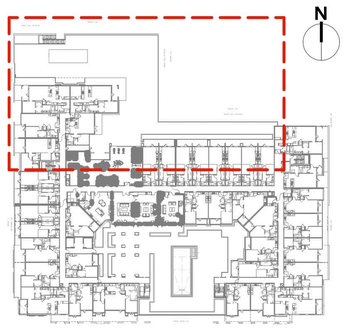
LIGHTING PLAN - LEVEL 1 - SOUTH



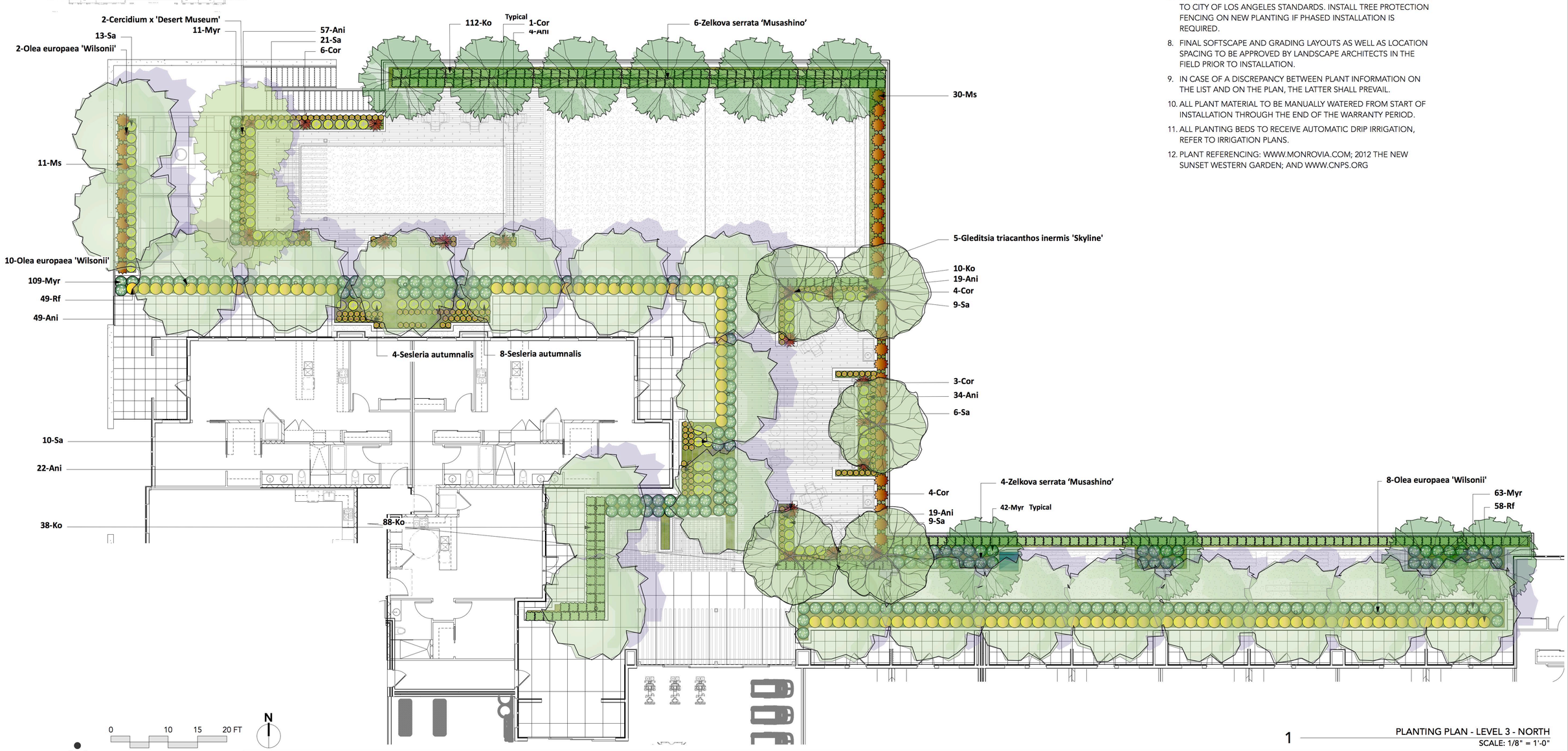
OPEN SPACE ANALYSIS

OPEN SPACE PROVIDED	
OUTDOOR COMMON	
3RD LEVEL MAIN COURTYARD, 15' MIN. DIMENSION, OPEN TO SKY	9,111 S.F.
3RD LEVEL NORTH COURTYARD, 15' MIN. DIM., OPEN TO SKY	10,393 S.F.
6TH LEVEL DECK, 15' MIN. DIM., OPEN TO SKY	2,150 S.F.
	21,654 S.F.
INDOOR COMMON	
3RD LEVEL CLUB ROOM AND FITNESS CENTER	4,465 S.F.
PRIVATE	5,750 S.F.
TOTAL OPEN SPACE PROVIDED	31,869 S.F.

LANDSCAPING REQUIRED	
LANDSCAPING REQUIRED @ 25% MIN. OF PROVIDED COMMON OPEN SPACE	5,416 S.F.
LANDSCAPING PROVIDED	
LEVEL 3 MAIN COURTYARD	2,650 S.F.
LEVEL 4 NORTH COURTYARD	2,341 S.F.
LEVEL 6 DECK	675 S.F.
	5,666 S.F.
TREES REQUIRED AND PROVIDED	
1 PER 4 UNITS, 230 UNITS:	58 TREES REQUIRED
NEW TREES PROVIDED, MIN. 24" BOX SIZE	
LEVEL 3 MAIN COURTYARD	28 TREES
LEVEL 3 NORTH COURTYARD	32 TREES
LEVEL 6 DECK	4 TREES
	64 TREES PROVIDED

GENERAL PLANTING NOTES:

1. ALL PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES LANDSCAPE GUIDELINES.
2. ALL TREE AND SHRUB AREAS TO BE MULCHED WITH 50MM (2") OF MEDIUM FINE MULCH, LESS THAN 50MM (2") DIAMETER.
3. ROOTZONE TO REST ON TAMPED PLANTING SOIL.
4. SHRUBS: PREPARE PLANTING HOLES AS SPECIFIED. PLANT AT THE SAME GRADE AS NURSERY. WATER AND FERTILIZE AS SPECIFIED. ENSURE POSITIVE DRAINAGE THROUGHOUT PLANTING BED.
5. STREET TREE SIZE AND SPACING TO BE AS PER CITY OF LOS ANGELES ARBORIST.
6. TREE: PREPARE PLANTING HOLES AS SPECIFIED INSTALL TOP OF ROOTZONE 6" ABOVE FINISHED GRADE OF GROWING MEDIUM. WATER AND FERTILIZE AS SPECIFIED BY NURSERY.
7. INSTALL TREE PROTECTION FENCING AROUND ALL EXISTING TREES TO CITY OF LOS ANGELES STANDARDS. INSTALL TREE PROTECTION FENCING ON NEW PLANTING IF PHASED INSTALLATION IS REQUIRED.
8. FINAL SOFTSCAPE AND GRADING LAYOUTS AS WELL AS LOCATION SPACING TO BE APPROVED BY LANDSCAPE ARCHITECTS IN THE FIELD PRIOR TO INSTALLATION.
9. IN CASE OF A DISCREPANCY BETWEEN PLANT INFORMATION ON THE LIST AND ON THE PLAN, THE LATTER SHALL PREVAIL.
10. ALL PLANT MATERIAL TO BE MANUALLY WATERED FROM START OF INSTALLATION THROUGH THE END OF THE WARRANTY PERIOD.
11. ALL PLANTING BEDS TO RECEIVE AUTOMATIC DRIP IRRIGATION, REFER TO IRRIGATION PLANS.
12. PLANT REFERENCING: WWW.MONROVIA.COM; 2012 THE NEW SUNSET WESTERN GARDEN; AND WWW.CNPS.ORG



1 PLANTING PLAN - LEVEL 3 - NORTH
SCALE: 1/8" = 1'-0"

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E	Issued for 50% CD	17-10-26
D	Issued for 100% DD	17-10-04

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PLANTING PLAN - LEVEL 3 - NORTH

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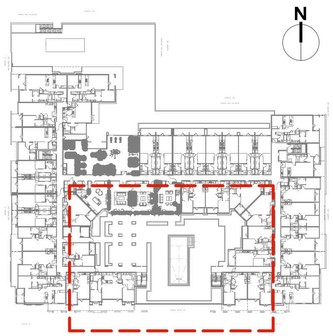


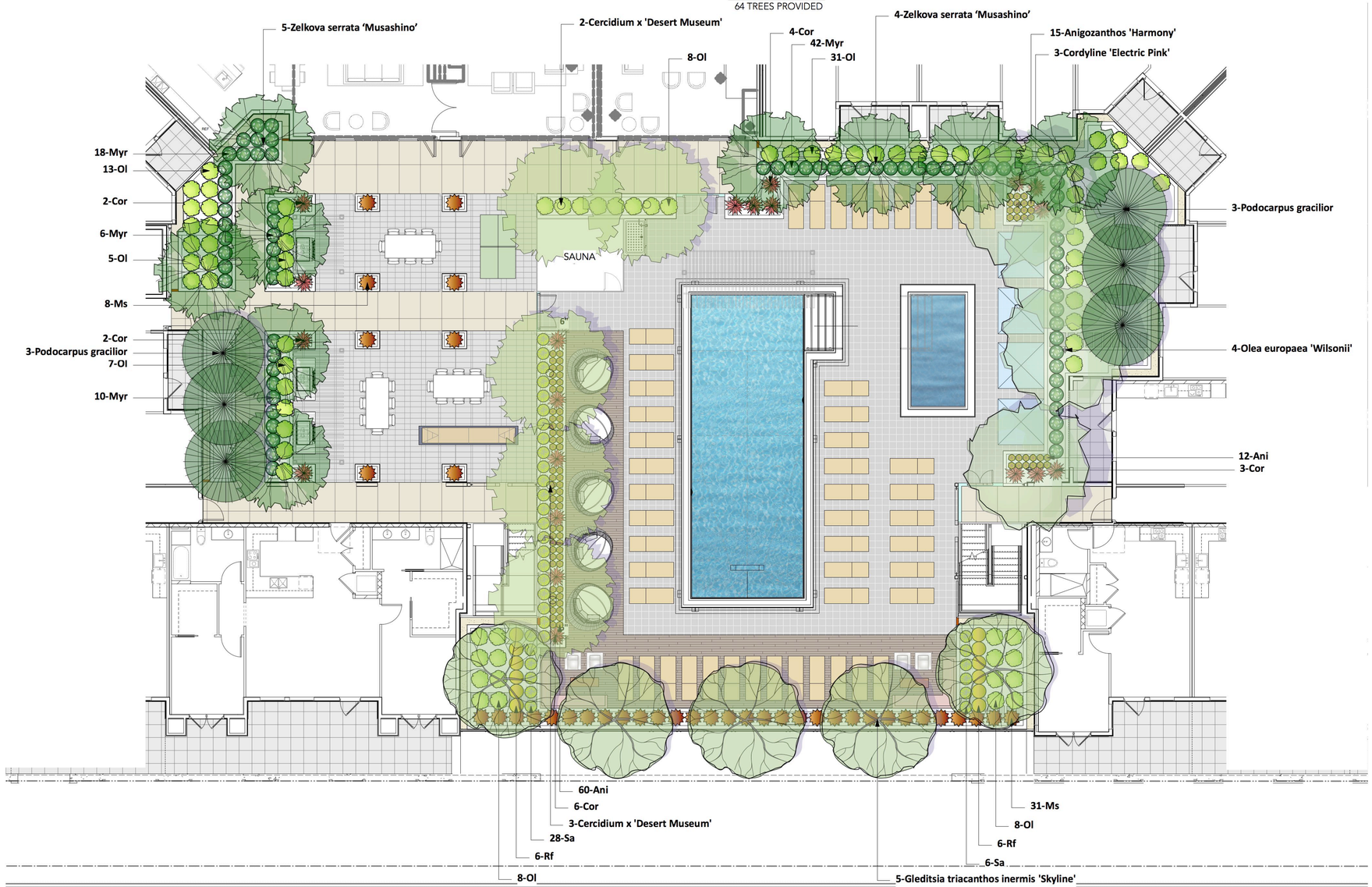
OPEN SPACE ANALYSIS

OPEN SPACE PROVIDED		
OUTDOOR COMMON		
3RD LEVEL MAIN COURTYARD, 15' MIN. DIMENSION, OPEN TO SKY	9,111 S.F.	
3RD LEVEL NORTH COURTYARD, 15' MIN. DIM., OPEN TO SKY	10,393 S.F.	
6TH LEVEL DECK, 15' MIN. DIM., OPEN TO SKY	2,150 S.F.	
	21,654 S.F.	
INDOOR COMMON		
3RD LEVEL CLUB ROOM AND FITNESS CENTER	4,465 S.F.	
PRIVATE	5,750 S.F.	
TOTAL OPEN SPACE PROVIDED	31,869 S.F.	

LANDSCAPING REQUIRED		
LANDSCAPING REQUIRED @ 25% MIN. OF PROVIDED		
COMMON OPEN SPACE	5,416 S.F.	
LANDSCAPING PROVIDED		
LEVEL 3 MAIN COURTYARD	2,650 S.F.	
LEVEL 4 NORTH COURTYARD	2,341 S.F.	
LEVEL 6 DECK	675 S.F.	
	5,666 S.F.	
TREES REQUIRED AND PROVIDED		
1 PER 4 UNITS, 230 UNITS:	58 TREES REQUIRED	
NEW TREES PROVIDED, MIN. 24" BOX SIZE		
LEVEL 3 MAIN COURTYARD	28 TREES	
LEVEL 3 NORTH COURTYARD	32 TREES	
LEVEL 6 DECK	4 TREES	
	64 TREES PROVIDED	

GENERAL PLANTING NOTES:

1. ALL PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES LANDSCAPE GUIDELINES.
2. ALL TREE AND SHRUB AREAS TO BE MULCHED WITH 50MM (2") OF MEDIUM FINE MULCH, LESS THAN 50MM (2") DIAMETER.
3. ROOTZONE TO REST ON TAMPED PLANTING SOIL.
4. SHRUBS: PREPARE PLANTING HOLES AS SPECIFIED. PLANT AT THE SAME GRADE AS NURSERY. WATER AND FERTILIZE AS SPECIFIED. ENSURE POSITIVE DRAINAGE THROUGHOUT PLANTING BED.
5. STREET TREE SIZE AND SPACING TO BE AS PER CITY OF LOS ANGELES ARBORIST.
6. TREE: PREPARE PLANTING HOLES AS SPECIFIED INSTALL TOP OF ROOTZONE 6" ABOVE FINISHED GRADE OF GROWING MEDIUM. WATER AND FERTILIZE AS SPECIFIED BY NURSERY.
7. INSTALL TREE PROTECTION FENCING AROUND ALL EXISTING TREES TO CITY OF LOS ANGELES STANDARDS. INSTALL TREE PROTECTION FENCING ON NEW PLANTING IF PHASED INSTALLATION IS REQUIRED.
8. FINAL SOFTSCAPE AND GRADING LAYOUTS AS WELL AS LOCATION SPACING TO BE APPROVED BY LANDSCAPE ARCHITECTS IN THE FIELD PRIOR TO INSTALLATION.
9. IN CASE OF A DISCREPANCY BETWEEN PLANT INFORMATION ON THE LIST AND ON THE PLAN, THE LATTER SHALL PREVAIL.
10. ALL PLANT MATERIAL TO BE MANUALLY WATERED FROM START OF INSTALLATION THROUGH THE END OF THE WARRANTY PERIOD.
11. ALL PLANTING BEDS TO RECEIVE AUTOMATIC DRIP IRRIGATION, REFER TO IRRIGATION PLANS.
12. PLANT REFERENCING: WWW.MONROVIA.COM; 2012 THE NEW SUNSET WESTERN GARDEN; AND WWW.CNPS.ORG



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1 PLANTING PLAN - LEVEL 3 - SOUTH
SCALE: 1/8" = 1'-0"

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D	Issued for 100% DD	17-10-04

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L2.3

PLANTING PLAN - LEVEL 3 - SOUTH

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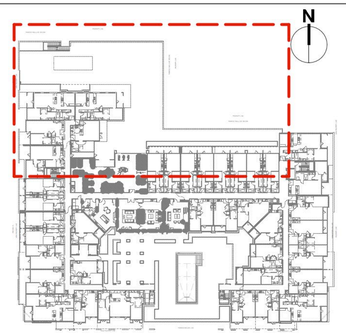
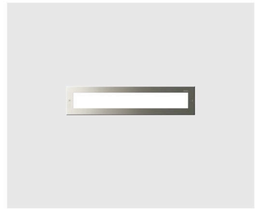


NOTE:

REFER TO L1.6 FOR LIGHTING NOTES

LIGHTING LEGEND - LEVEL 3 NORTH

	QTY	TYPE	MANUFACTURER	DESCRIPTION
LIGHT TYPE C	31.7 lin. ft.	Strip Lighting	ILight Technologies	Plexineon White 1X Series
TYPE E	23	Wall Inset	Bega Lighting	Recessed Wall - white tempered glass #33 170
TYPE G	45	Cable Mount Light	Tegan Lighting	Exton - Cable mount pendant "G" Glass envolope - copper bowl
TYPE H	21	Spot Flood	BK Lighting	Nite Star LED Floodlight with 12" power pipe stake. Model # NS-LED-E22-A9-BLP-9-11-B/PP-S-12-B (Requires remote magnetic transformer)



Type E- Bega Lighting Wall Inset

Type G-Cable Mount Light

Type H-BK Lighting Nite Star

1 NORTH LIGHTING PLAN - LEVEL 3
SCALE: 1/8" = 1'-0"

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L2.6

LIGHTING PLAN - LEVEL 3 - NORTH

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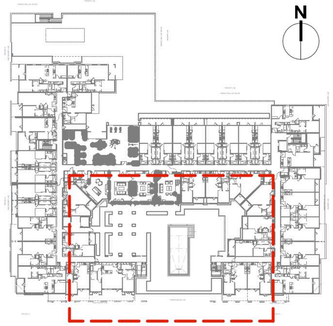


LIGHTING LEGEND - LEVEL 3 SOUTH

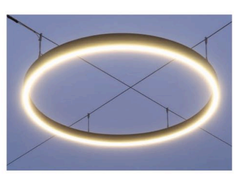
	QTY	TYPE	MANUFACTURER	DESCRIPTION
TYPE E	27	Wall Inset	Bega Lighting	Recessed Wall - white tempered glass #22 052
TYPE G	54	Cable Mount Light	Tegan Lighting	Exton - Cable mount pendant "G" Glass envolope - copper bowl
TYPE H	29	Spot Flood	BK Lighting	Nite Star LED Floodlight with 12" power pipe stake. Model # NS-LED-E22-A9-BLP-9-11-B/PP-S-12-B (Requires remote magnetic transformer)
TYPE K	2 - 6'	LED Ceiling Ring	Structura	Aura LED Solid Wood Round Pendant. Diameter 6' Model # AURA-RNG-D/1-2'-L27-SO-S-CE-STD

REFER TO L1.6 FOR LIGHTING NOTES

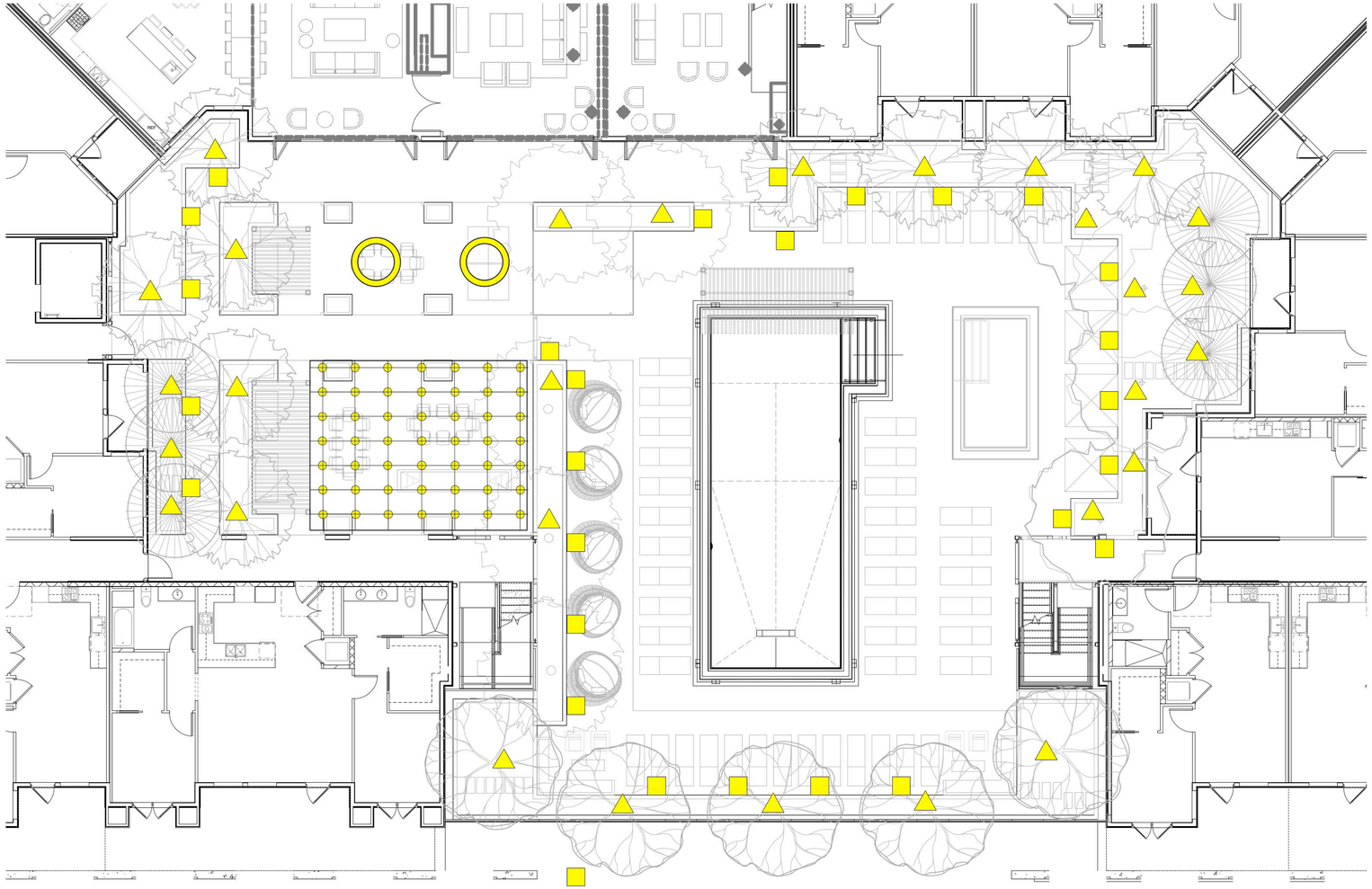
Type E- Bega Lighting Wall Inset

Type G-Cable Mount Light

Type H-BK Lighting Nite Star



Type K- Structura LED Ceiling Ring



1 SOUTH LIGHTING PLAN - LEVEL 3
SCALE: 1/8" = 1'-0"

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L2.7

LIGHTING PLAN - LEVEL 3 - SOUTH

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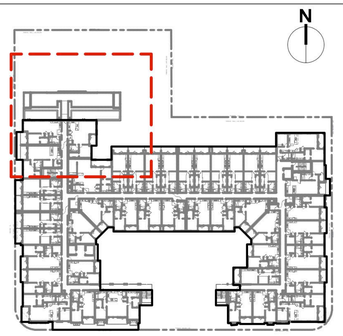

GENERAL PLANTING NOTES:

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2. ALL TREE AND SHRUB AREAS TO BE MULCHED WITH 50MM (2") OF MEDIUM FINE MULCH, LESS THAN 50MM (2") DIAMETER.
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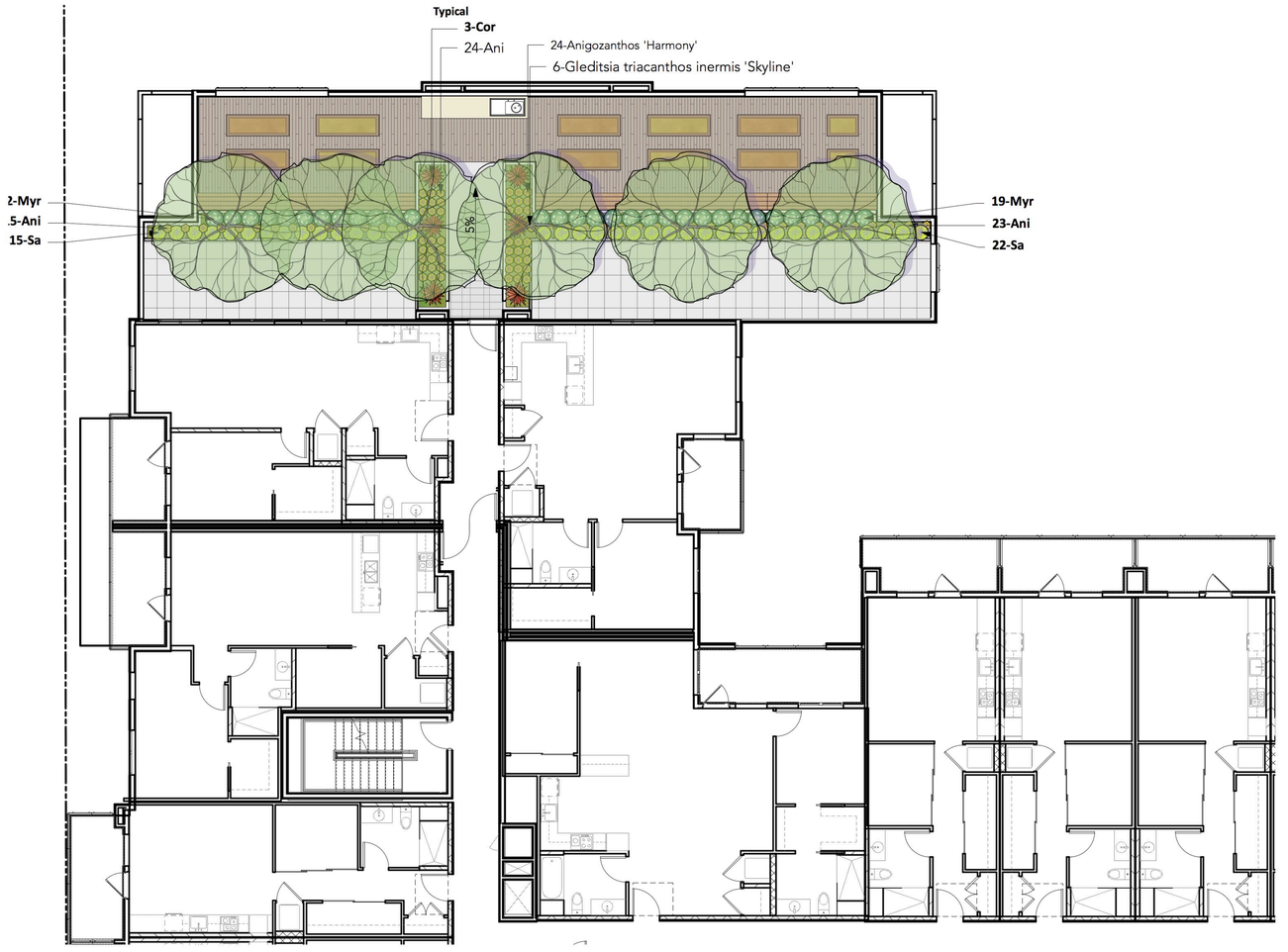

1 PLANTING PLAN - LEVEL 6
SCALE: 1/8" = 1'-0"

OPEN SPACE ANALYSIS

OPEN SPACE PROVIDED		
OUTDOOR COMMON		
3RD LEVEL MAIN COURTYARD, 15' MIN. DIMENSION, OPEN TO SKY	9,111 S.F.	
3RD LEVEL NORTH COURTYARD, 15' MIN. DIM., OPEN TO SKY	10,393 S.F.	
6TH LEVEL DECK, 15' MIN. DIM., OPEN TO SKY	2,150 S.F.	
	21,654 S.F.	
INDOOR COMMON		
3RD LEVEL CLUB ROOM AND FITNESS CENTER	4,465 S.F.	
PRIVATE	5,750 S.F.	
TOTAL OPEN SPACE PROVIDED	31,869 S.F.	

LANDSCAPING REQUIRED	
LANDSCAPING REQUIRED @ 25% MIN. OF PROVIDED COMMON OPEN SPACE	5,416 S.F.
LANDSCAPING PROVIDED	
LEVEL 3 MAIN COURTYARD	2,650 S.F.
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TREES REQUIRED AND PROVIDED	
1 PER 4 UNITS, 230 UNITS:	58 TREES REQUIRED
NEW TREES PROVIDED, MIN. 24" BOX SIZE	
LEVEL 3 MAIN COURTYARD	28 TREES
LEVEL 3 NORTH COURTYARD	32 TREES
LEVEL 6 DECK	4 TREES
	64 TREES PROVIDED

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D	Issued for 100% DD	17-10-04

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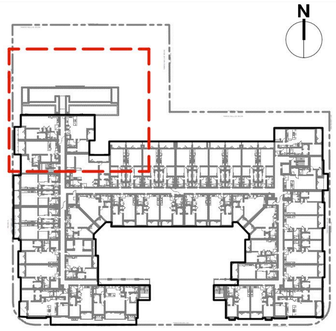
L3.1
PLANTING PLAN - LEVEL 6



LIGHTING LEGEND

	QTY	TYPE	MANUFACTURER	DESCRIPTION
TYPE E	4	Wall Inset	Bega Lighting	Recessed Wall - white tempered glass #33 170
TYPE H	6	Spot Flood	BK Lighting	Nite Star LED Floodlight with 12" power pipe stake. Model # NS-LED-E22-A9-BLP-9-11-B/PP-S-12-B (Requires remote magnetic transformer)
LIGHT TYPE C	62.3 lin. ft.	Strip Lighting	ILight Technologies	Plexineon White 1X Series

GENERAL LIGHTING NOTES:

1. THE ELECTRICAL CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR ALL ELECTRICAL WORK FOR THE LANDSCAPE ARCHITECTS APPROVAL. SHOP DRAWINGS SHALL BE SIGNED AND SEALED BY LICENSED ELECTRIACAL ENGINNER, OR MASTER ELECTRICIAN. PRIOR TO WORK COMMENCING/INSTALLATION.
2. ALL FIXTURE TYPES, SPACING, AND QUANTITIES TO BE CONFIRMED.
3. PRICE BASED ON LED LIGHT SOURCE FOR APPLICABLE LUMINARES
4. REFER TO ELECTRICAL ENGINEER FOR SERVICING REQUIREMENTS
5. THE LIGHTING CONTRACTOR IS OBLIGATED TO REFER TO THE LANDSCAPE PLANS AND DETAILS FOR LOCATIONS OF FIXTURES RELATIVE TO THE PROPOSED HARDSCAPE AND PLANTING PLANS. NOTED DIMENSIONS ARE APPROXIMATE. REFER TO NOTE OR ENLARGEMENT, FOR FINAL PLACEMENT. CONTACT LANDSCAPE ARCHITECT FOR CLARIFICATION, IF NEEDED.
6. THE LANDSCAPE ARCHITECT OR CLIENT'S REPRESENTATIVE SHALL APPROVE THE FLAGGED LAYOUT OF THE FIXTURES AND ELECTRICAL SYSTEM PRIOR TO TRENCHING AND/OR FOUNDATION PREPARATION.
7. THE ELECTRICAL/LIGHTING CONTRACTOR IS RESPONSIBLE TO COORDINATE THE PLACEMENT OF SLEEVES PRIOR TO PAVING, SLEEVE MATERIAL SHALL BE SCHEDULE 40 AND AT A MINIMUM DEPTH TO MEET ALL ELECTRICAL CODES.
8. THE ELECTRICAL/LIGHTING CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS, LICENSES, AND ASSOCIATED FEES REQUIRED TO INSTALL THE SYSTEM(S) INCLUDING ALL ELECTRICAL CONDUIT, LIGHT FIXTURES, WIRE, PANELS, JUNCTION BOXES AND NECESSARY EQUIPMENT FOR THE COMPLETION OF THE WORK.
9. THE ELECTRIACL/LIGHTING CONTRACTOR IS RESPONSIBLE FOR CONTACTING UTILITY COMPANIES, COMMUNICATIONS PROVIDERS AND OTHERS TO IDENTIFY AND MARK LOCATIONS OF ALL UNDERGROUND UTILITIES WITHIN THE SCOPE OF WORK. KNOWN UTILITIES WHICH MAY BE ENCOUNTERED INCLUDE: ELECTRICAL, STORM SEWER, WATER, AND SANITARY SEWER.
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16. THE OUTDOOR LIGHTING SYSTEMS SHALL BE DESIGNED AND INSTALLED TO COMPLY WITH ALL OF THE FOLLOWING:
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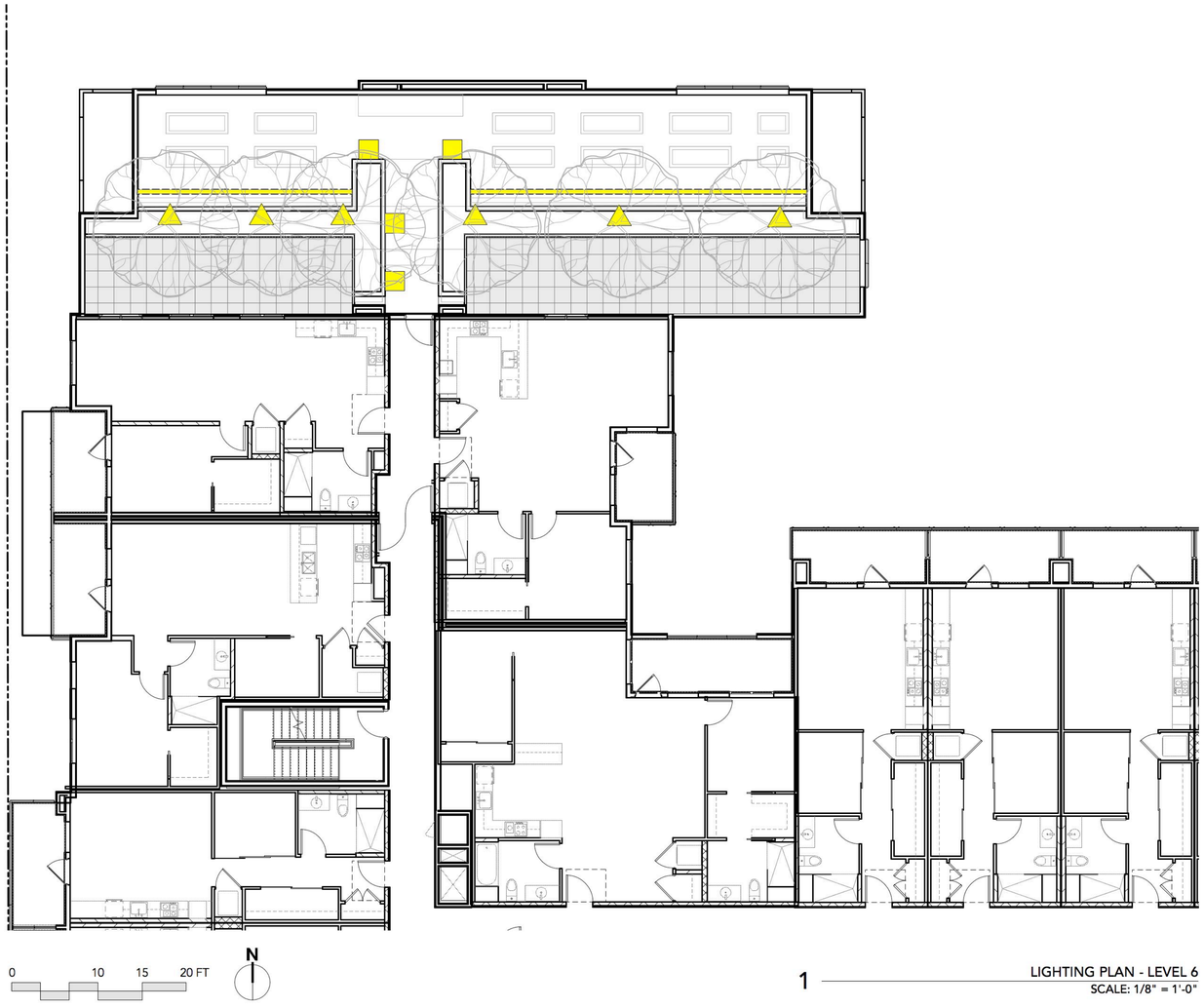
    b. BACKLIGHT, UPLIGHT AND GLARE (BUG) RATINGS AS



1 LIGHTING PLAN - LEVEL 6
SCALE: 1/8" = 1'-0"

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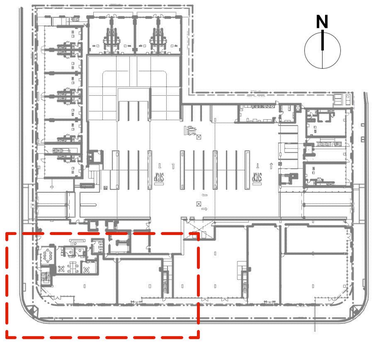
L3.3
LIGHTING PLAN - LEVEL 6

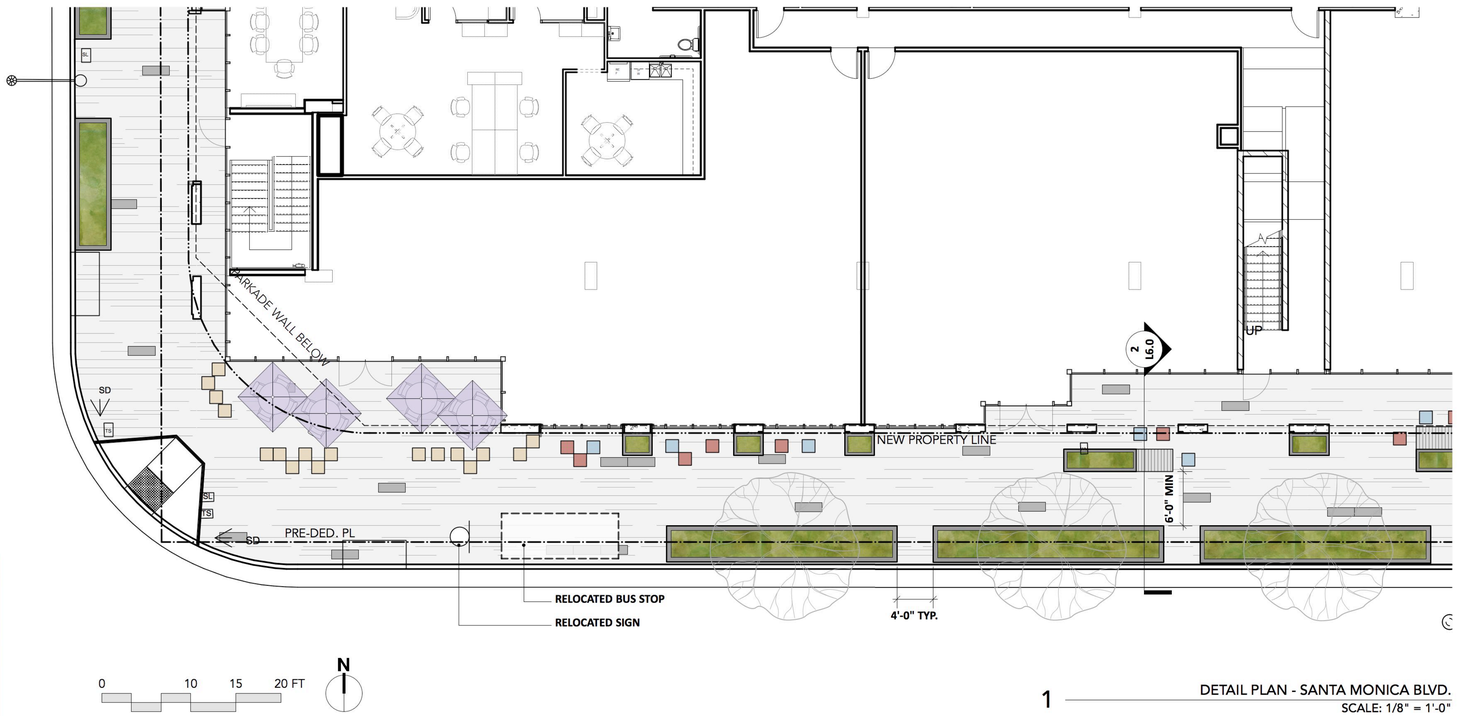


KEY PLAN

DESIGN RATIONALE

STREETSCAPE - COMMERCIAL / RETAIL

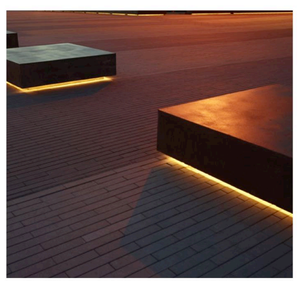
The streetscape character and experience along Santa Monica Boulevard is intended to be a vibrant and activated commercial/retail corridor. A row of large shade trees and planting beds along the curb will provide shade and a visual buffer from the vehicular traffic. Closer to the CRU's, a randomized collection of steel benches, colourful cube seats and planters provide visitors with places to eat, rest and socialize. The randomized paving pattern picks up on this motif. Lighting is proposed for the street trees as well as the cube seating. Opportunities exist for a licensed patio at the corners to accommodate possible restaurants and bars.



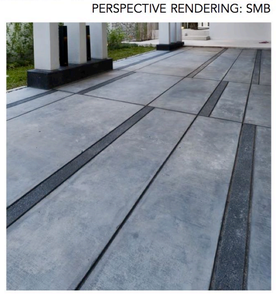
1 DETAIL PLAN - SANTA MONICA BLVD.
SCALE: 1/8" = 1'-0"

PERSPECTIVE RENDERING: SMB

RESTAURANT PATIO SEATING OPTIONS



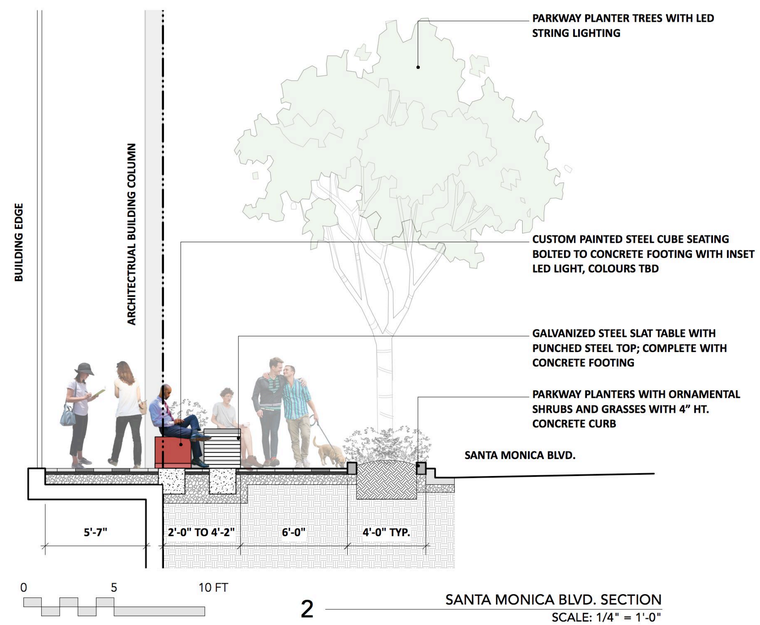
CUSTOM PAINTED STEEL CUBE SEASTING WITH INSET LIGHTING; BOLTED TO CONCRETE; COMPLETE WITH LED STRIP LIGHTING UNDERNEATH; COLOURS TBD



SCORED CONCRETE PAVING - WITH STONE INSERTS ALONG SANTA MONICA BLVD.

MATERIALS LEGEND | SANTA MONICA BLVD.

SYMBOL	DESCRIPTION
	PAVING TYPE 3: RETAIL FEATURE PAVING **CIP Concrete Banding w/ 12"x 36" Granite Slab Inserts, Random Placement**
	Recessed Planter on Grade w/ 4" HT. Concrete Curb
	RECESSED PLANTER WITH SEATING + TABLE **Metal Slat Bench with Painted Steel Cube Benches with LED Under Lighting**
	MOVABLE PLANTERS (Staggered on Grid) **Square Tournesol 2' x 2' x 2' HT. Planters, White Complete with Water Storage**
	PROPOSED TREES **Large Street Trees with LED String Lights and Outlet at Base**
	RESTAURANT MOVABLE FURNISHINGS **Tables and Umbrellas - by Owner**



2 SANTA MONICA BLVD. SECTION
SCALE: 1/4" = 1'-0"

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DETAIL PLANS

LEVEL 1 TREES


Musashino Columnar Zelkova
Zelkova serrata 'Musashino'


Honey Locust
Gleditsia triacanthos


Jacaranda Tree
Jacaranda mimosifolia

SHRUBS + HEDGES

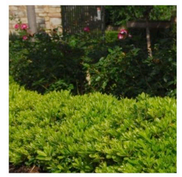

Silver Sheen Kohuhu
Pittosporum tenuifolium 'Silver Sheen'


Dwarf Myrtle
Myrtus communis 'Compacta'


DwarfHeavenly Bamboo
Nandina domestica 'Nana Purpurea'


Little Ollie Dwarf Olive
Olea europaea 'Little Ollie'


Himalayan Sweet Box
Sarcococca hookeriana var. humilis


Wheeler's Dwarf Japanese Mock Orange
Pittosporum tobira 'Wheeler's Dwarf'x

PERENNIALS, GRASSES


Red-Yellow Kangaroo Paw
Anigozanthos'Harmony'


Electric Pink Cordyline
Cordyline hybrid 'Electric Pink'


Maiden Grass
Miscanthus 'purpurascens'


Autumn Moor Grass
Sesleria autumnalis


Tall Verbena
Verbena bonariensis


Blackeyed Susan
Rudbeckia fulgida 'Goldsturm'


Feather Reed Grass
Calamagrostis acutiflora 'Karl Foerster'

LEVEL 3 + 6 TREES


Wilson Fruitless Olive Tree
Olea europaea 'Wilsonii'

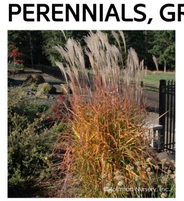

Honey Locust
Gleditsia triacanthos


Fern Podocarpus
Podocarpus gracilior


Desert Museum Palo Verde
Cercidium hybrid 'Dersert Museum'


Musashino Columnar Zelkova
Zelkova serrata 'Musashino'

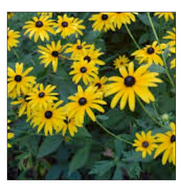
PERENNIALS, GRASSES, GROUNDCOVERS


Maiden Grass
Miscanthus 'purpurascens'


Red-Yellow Kangaroo Paw
Anigozanthos'Harmony'


Autumn Moor Grass
Sesleria autumnalis


Electric Pink Cordyline
Cordyline hybrid 'Electric Pink'


Blackeyed Susan
Rudbeckia fulgida 'Goldsturm'

SHRUBS + HEDGES


Dwarf Myrtle
Myrtus communis 'Compacta'


Little Ollie Dwarf Olive
Olea europaea 'Little Ollie'


Silver Sheen Kohuhu
Pittosporum tenuifolium 'Silver Sheen'

PLANT SCHEDULE

Trees:

	Quantity	ID	Latin Name	Common Name	Size	Spacing	Notes	5-Year Mature Spread / Height
	53	Zel	Zelkova serrata 'Musashino'	Columnar Sawleaf Zelkova	6cm Cal.	**See Plan**	B&B Specimen. Columnar	15 ft / 40 ft
	24	Oew	Olea europaea 'Wilsonii'	Wilson Fruitless Olive Tree	6cm Cal.	**See Plan**	B&B Specimen	10 - 25 ft / 10 - 25 ft
	28	Jac	Jacaranda mimosifolia	Jacaranda	7cm Cal.	**See Plan**	B&B Specimen	20 - 35 ft / 25 - 45 ft
	29	Gt	Gleditsia triacanthos inermis 'Skyline'	Skyline Honeylocust	7cm Cal.	**See Plan**	B&B Specimen	25-35 ft / 35-45 ft
	7	AP	Cercidium x 'Desert Museum'	Desert Museum Palo Verde	6cm Cal.	**See Plan**	B&B Specimen	20 - 35 ft / 20 - 35 ft

Conifers:

	6	PN	Podocarpus gracilior	Fern Podocarpus	4cm Cal.		B&B Specimen	10 - 35 ft / 35 - 50 ft

Shrubs:

	34	Sh	Sarcococca hookeriana var. humilis	Himalayan Sweet Box	#2 Pot	24"
	18	Pt	Pittosporum tobira 'Wheeler's Dwarf'	Wheeler's Dwarf Japanese Mock Orange	#5 Pot	36"
	40	Ko	Pittosporum tenuifolium 'Silver Sheen'	Silver Sheen Kohuhu	#3 Pot	24"
	153	Ol	Olea europaea 'Montra'	Little Ollie® Dwarf Olive	#2 Pot	36"
	267	Nd	Nandina domestica	Heavenly Bamboo	#2 Pot	30"
	475	Myr	Myrtus communis 'Compacta'	Dwarf Myrtle	#2 Pot	24"

Perennials/Succulents:

	411	Ani	Anigozanthos 'Harmony'	Red-Yellow Kangaroo Paws	#1 Pot	18"
	55	Cor	Cordyline 'Electric Pink'	Electric Pink Dracaena Palm	#1 Pot	18"
	129	Rf	Rudbeckia fulgida 'Goldsturm'	Black-Eyed Susan	#3 Pot	12"
	108	Vb	Verbena bonariensis	Tall Verbena	#2 Pot	12"

Ground Covers/Grasses:

	84	Ms	Miscanthus sinensis 'Purpurascens'	Purple Silver Grass	#3 pot	36 "
	71	Cak	Calamagrostis x acutiflora 'Karl Foerster	Foerster's Feather Reed Grass	#2 pot	24"
	279	Sa	Sesleria autumnalis	Autumn Moor Grass	#1 Pot	12"

GENERAL PLANTING NOTES:

1. ALL PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES LANDSCAPE GUIDELINES.
2. ALL TREE AND SHRUB AREAS TO BE MULCHED WITH 50MM (2") OF MEDIUM FINE MULCH, LESS THAN 50MM (2") DIAMETER.
3. ROOTZONE TO REST ON TAMPED PLANTING SOIL.
4. SHRUBS: PREPARE PLANTING HOLES AS SPECIFIED. PLANT AT THE SAME GRADE AS NURSERY. WATER AND FERTILIZE AS SPECIFIED. ENSURE POSITIVE DRAINAGE THROUGHOUT PLANTING BED.
5. STREET TREE SIZE AND SPACING TO BE AS PER CITY OF LOS ANGELES ARBORIST.
6. TREE: PREPARE PLANTING HOLES AS SPECIFIED INSTALL TOP OF ROOTZONE 6" ABOVE FINISHED GRADE OF GROWING MEDIUM. WATER AND FERTILIZE AS SPECIFIED BY NURSERY.
7. INSTALL TREE PROTECTION FENCING AROUND ALL EXISTING TREES TO CITY OF LOS ANGELES STANDARDS. INSTALL TREE PROTECTION FENCING ON NEW PLANTING IF PHASED INSTALLATION IS REQUIRED.
8. FINAL SOFTSCAPE AND GRADING LAYOUTS AS WELL AS LOCATION SPACING TO BE APPROVED BY LANDSCAPE ARCHITECTS IN THE FIELD PRIOR TO INSTALLATION.
9. IN CASE OF A DISCREPANCY BETWEEN PLANT INFORMATION ON THE LIST AND ON THE PLAN, THE LATTER SHALL PREVAIL.
10. ALL PLANT MATERIAL TO BE MANUALLY WATERED FROM START OF INSTALLATION THROUGH THE END OF THE WARRANTY PERIOD.
11. ALL PLANTING BEDS TO RECEIVE AUTOMATIC DRIP IRRIGATION, REFER TO IRRIGATION PLANS.
12. PLANT REFERENCING: WWW.MONROVIA.COM; 2012 THE NEW SUNSET WESTERN GARDEN; AND WWW.CNPS.ORG

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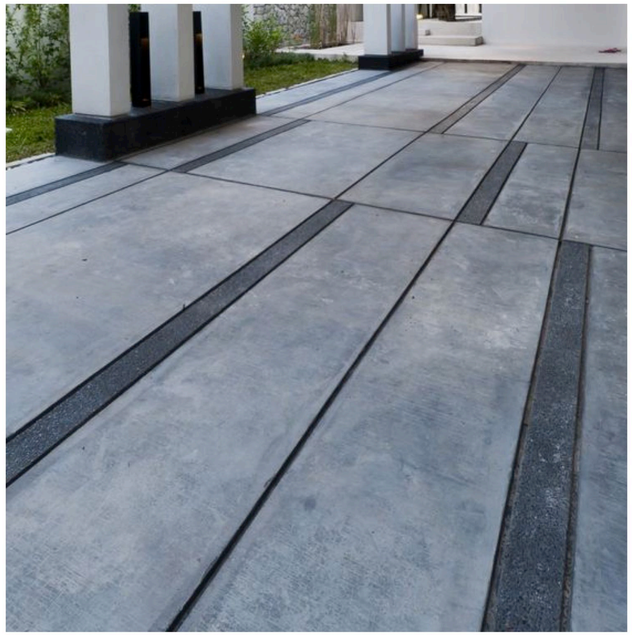
L5.0
PLANT LIST + IMAGES

1. STREETSCAPE TREE LIGHTING

2. PARKWAY PLANTERS - OFFSITE SIDEWALK



3. SCORED CONCRETE PAVING - WITH STONE INSERTS ALONG SANTA MONICA BLVD.

4. CORTEN SCREEN FOR UNIT SEPARATION - PRECEDENT

5. PATIO TABLE SEATING - PRECEDENT

6. LIGHTWEIGHT FIBERGLASS PLANTER FOR TOWN HOME PRIVACY

7. GRANITE SETTS FOR STREETSCAPE ACCENTS

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L6.0

PRECEDENT IMAGES - GROUND LEVEL/STREETSCAPE

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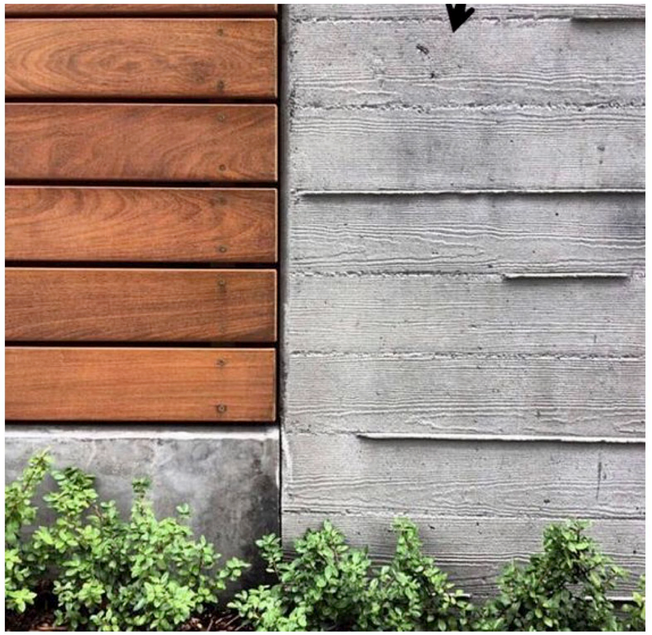


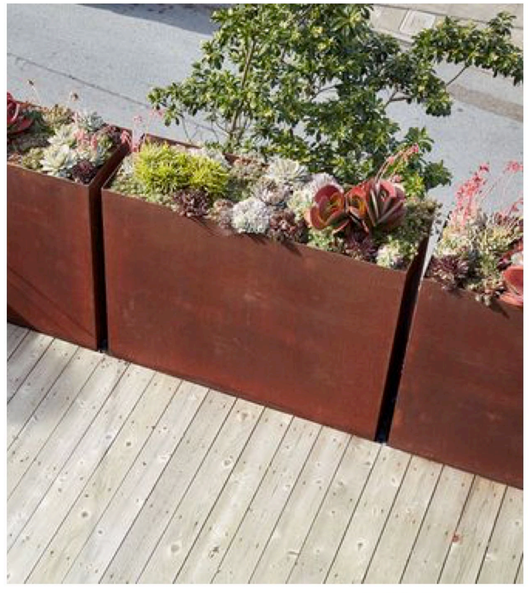
1. RAISED CIP BOARDFORM CONCRETE PLANTERS - CHARACTER IMAGE

2. SELF-WATERING PLANTER OPTION FOR TOURNESOL MOVEABLE PLANTERS

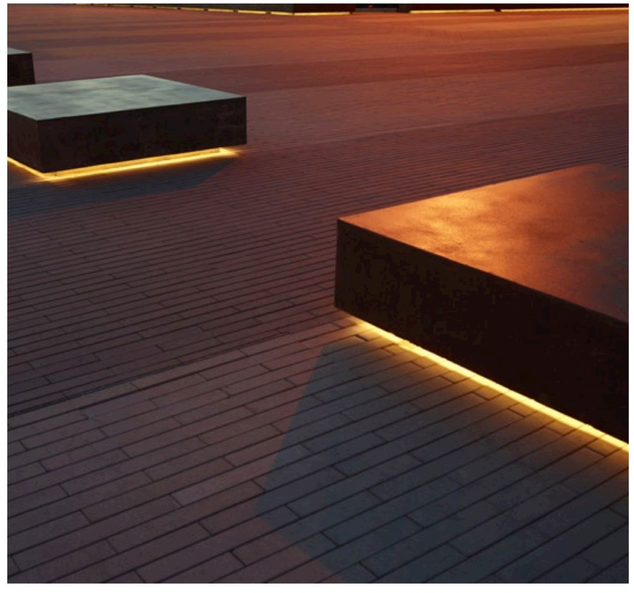
3. LIGHTING IN TOURNESOL PLANTER OPTION - REFER TO LIGHTING PLAN L1.6

4. PRIVATE PATIO PAVERS FOR TOWN HOMES - PRECEDENT IMAGE

5. ZANO CUBE BIKE RACK ALONG SANTA MONICA BLVD.



6. MOVABLE METAL PLANTERS



7. CUSTOM CIP CONCRETE CUBE SEATING WITH INSET LED LIGHTING

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L6.1

PRECEDENT IMAGES - GROUND LEVEL/STREETSCAPE

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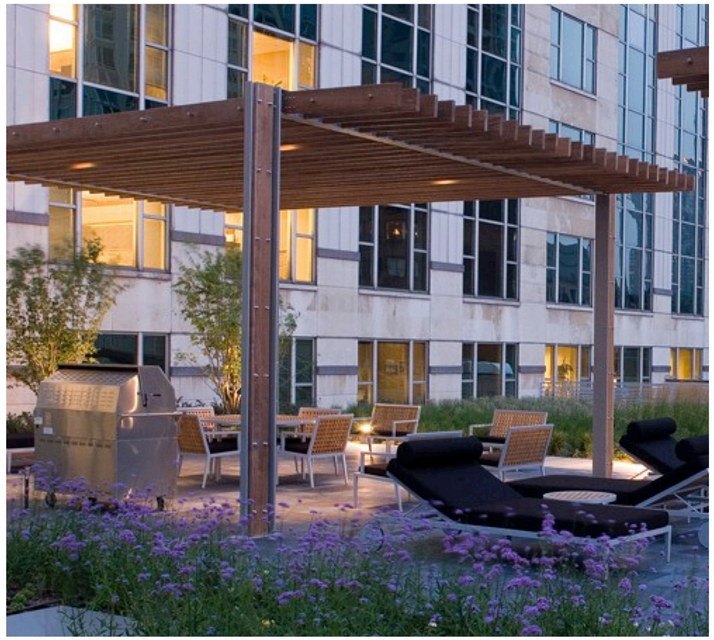
1. AT-GRADE PLANTER FLUSH WITH PAVING - CHARCTER IMAGE



2. FEATURE WOOD TRELLIS OPTION: STEEL FRAME WITH WOOD ACCENTS

2. CONTEMPORARY FEATURE STEEL TRELLIS OPTION: HSS STEEL FRAME WITH PAINTED ALUMINIUM LATHS

3. RAISED PLANTER OPTION: CORTEN STEEL PLANTER

3. RAISED PLANTER OPTION: FIBERGLASS PLANTERS

3. RAISED PLANTER OPTION: CONCRETE PLANTERS CIP BOARDFORM CONCRETE FINISH

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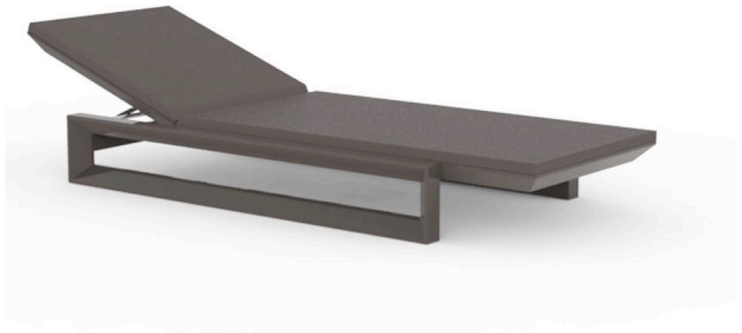
L6.2

PRECEDENT IMAGES - LEVEL 3 + 6

1. BLANCO WET BAR SINK + FAUCET FOR BBQ AREAS

2. ULM DAYBED WITH PARASOL BY VONDOM FOR POOL-SIDE



3. FRAME SUNCHASE BY VONDOM FOR POOL-SDIE LOUNGING

4. POOL WITH POOLSIDE CABANAS AND SEATING - PRECEDENT

5. BANQUET TABLE FOR 3RD FLOOR SOCIALIZING

6. WEBER GENESIS 2 FREESTANDING BBQ

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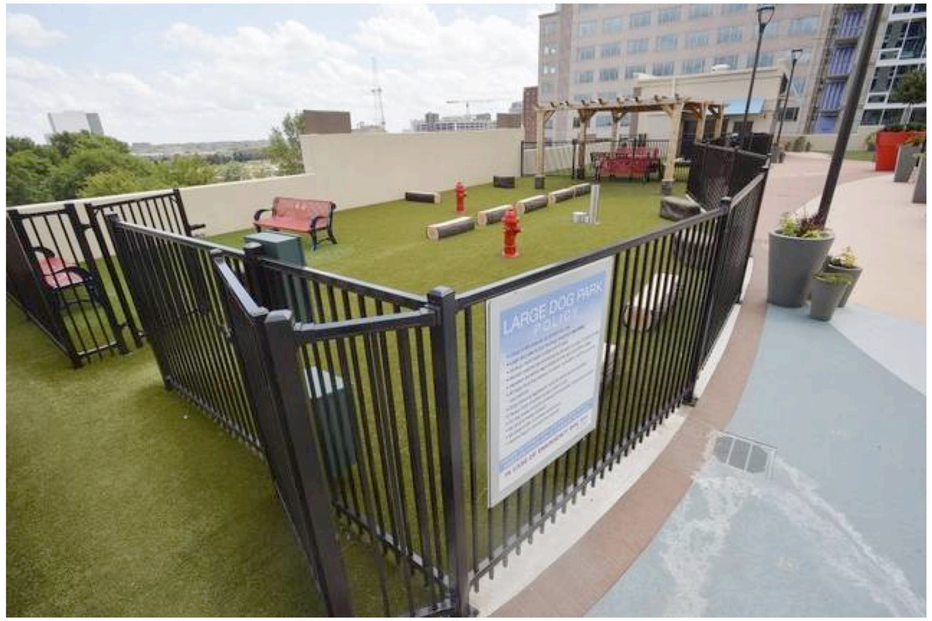
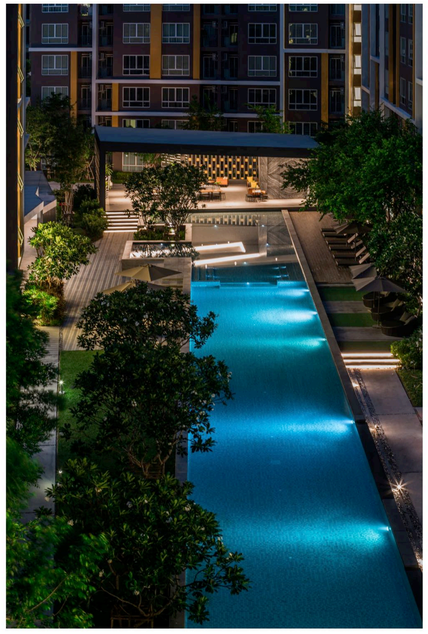
L6.3

PRECEDENT IMAGES - LEVEL 3 + 6



1. DOG RUN AREA - PRECEDENT

2. FIRE PIT LOUNGE AREA FOR SOCIALIZING ON 3RD FLOOR



3. OUTDOOR POOL LIGHTING - REFER TO LIGHTING CONSULTANT

4. OUTDOOR POOL AREA: CHARACTER IMAGE

5. GATHERING SPACES WITH CABLE LIGHTING - PRECEDENT

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PRECEDENT IMAGES - LEVEL 3 + 6

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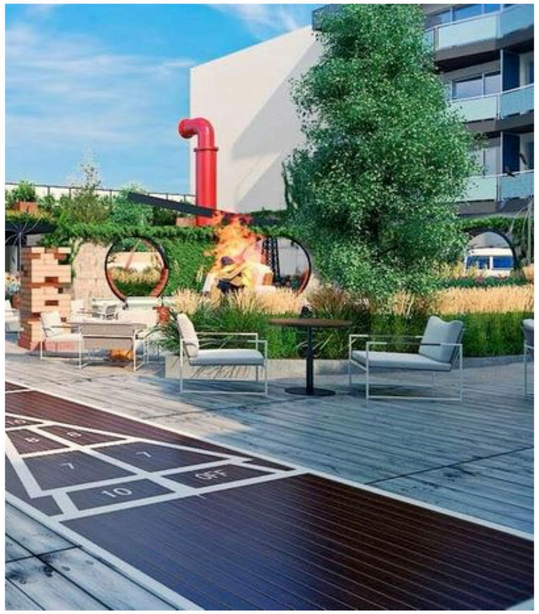
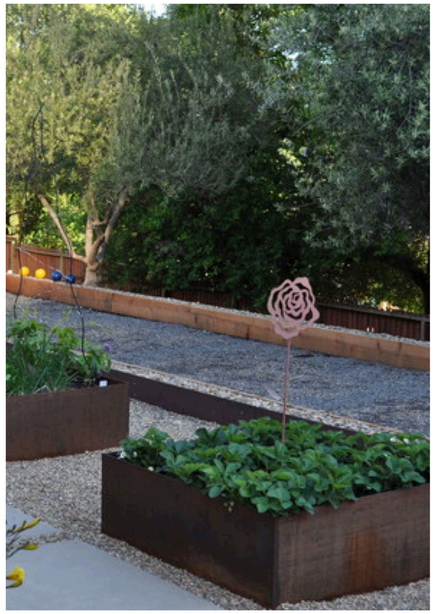


1. MINI-SHUFFLEBOARD - PRECEDENT

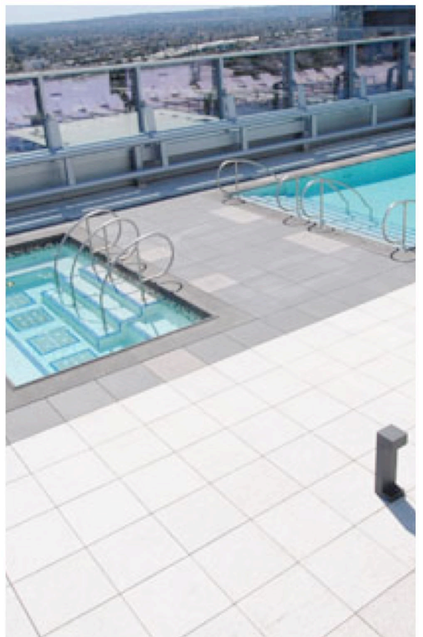
3. BOCCE PRECEDENT



4. AMENITY DECK VEGGIE BOXES - PRECEDENT

5. BAR AND GATHERING SPACE: CHARACTER IMAGE

6. IPE WOOD BENCH - CHARACTER IMAGE



7. PAVING AROUND POOL DECK - CHARACTER IMAGE

8. NAU PORCELAIN PAVING: WOOD APPEARANCE

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L6.5

PRECEDENT IMAGES - LEVEL 3 + 6

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Exhibit B

Mitigation Monitoring Program

1. Introduction

To ensure that the mitigation measures identified in an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) are implemented, the California Environmental Quality Act (CEQA) requires the Lead Agency for a project to adopt a program for monitoring or reporting on the revisions it has required for a project and the measures it has imposed to mitigate or avoid significant environmental effects. As specifically set forth in Section 15097(c) of the CEQA Guidelines, the public agency may choose whether its program will monitor mitigation, report on mitigation, or both. As provided in Section 15097(c) of the CEQA Guidelines, "monitoring" is generally an ongoing or periodic process of project oversight. "Reporting" generally consists of a written Compliance review that is presented to the decision-making body or authorized staff person.

An EIR has been prepared to address the Project's potential environmental impacts. The evaluation of the Project's impacts takes into consideration project design features, which are measures proposed by the Applicant as a feature of the Project and which are detailed in the EIR. Where appropriate, the EIR also identifies mitigation measures to avoid or substantially lessen any significant impacts. This MMP is designed to monitor implementation of those project design features and mitigation measures.

This MMP has been prepared in Compliance with the requirements of CEQA Section 21081.6 and CEQA Guidelines Section 15097. It is noted that while certain agencies outside of the City of Los Angeles (City) are listed as the monitoring/enforcement agencies for individual project design features and mitigation measures listed in this MMP, the City, as Lead Agency for the Project, is responsible for overseeing and enforcing implementation of the MMP as a whole.

2. Purpose

It is the intent of this MMP to:

1. Verify Compliance with the project design features and mitigation measures identified in the EIR;

2. Provide a framework to document implementation of the identified project design features and mitigation measures;

3. Provide a record of mitigation requirements;

4. Identify monitoring and enforcement agencies;

5. Establish and clarify administrative procedures for the clearance of project design features and mitigation measures;

6. Establish the frequency and duration of monitoring; and

7. Utilize the existing agency review processes wherever feasible.

3. Organization

As shown on the following pages, each identified project design feature and mitigation measure for the Project is listed and categorized by environmental issue 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.

- Monitoring Phase—the phase of the Project during which the project design feature or mitigation measure shall be monitored.

- Monitoring Frequency—the frequency at which the project design feature or mitigation measure shall be monitored.

- Action(s) Indicating Compliance—the action(s) by which the enforcement or monitoring agency indicates that Compliance with the identified project design feature or required mitigation measure has been implemented.

4. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the 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 each project design feature 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 the Applicant's Annual 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.

5. Program Modification

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 successors subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the 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.

6. Mitigation Monitoring Program

A. Impacts Found to Be Less Significant

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

A-1 **Nesting Species**

To avoid potential significant impacts to nesting birds, including migratory birds and raptors, one of the following shall be implemented by the Project Applicant:

- Conduct vegetation removal associated with Construction from September 1st through January 31st, when birds are not nesting. Initiate grading activities prior to the breeding season (which is generally February 1st through August 31st) and keep disturbance activities constant throughout the breeding season to prevent birds from establishing nests in surrounding habitat (in order to avoid possible nest abandonment); if there is a lapse in activities of more than five days, pre-Construction surveys shall be necessary as described in the bullet below.

OR…

- Conduct pre-Construction surveys for nesting birds if vegetation removal or grading is initiated during the nesting season. A qualified wildlife biologist shall conduct weekly pre-Construction bird surveys no more than 30 days prior to initiation of grading to provide confirmation on the presence or absence of active nests in the vicinity (at least 300 to 500 feet around the individual Construction site, as access allows). The last survey should be conducted no more than three days prior to the initiation of clearance/Construction work. If active nests are encountered, clearing and Construction in the vicinity of the nests shall be deferred until the young birds have fledged and there is no evidence of a second attempt at nesting. A minimum buffer of 300 feet (500 feet for raptor nests) or as determined by a qualified biologist shall be maintained during Construction depending on the species and location. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and Construction personnel and activities restricted from the area. Construction personnel should be instructed on the sensitivity of the area. A survey report by the qualified biologist documenting and verifying Compliance with the mitigation and with applicable state and federal regulations protecting birds shall be submitted to the City and County, depending on within which jurisdiction the Construction activity is occurring. The qualified biologist shall serve as a Construction monitor during those periods when Construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once at plan check
- **Action Indicating Compliance:** Plan approval and issuance of building permit (Pre-Construction); Compliance certification report by arborist

A-2 Cultural Resources (Archaeology)

If any archaeological materials are encountered during the course of Project development, all further development activity shall be halted in the area of the discovery and:

a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center located at California State University Fullerton, or a member of the Society of Professional Archaeologists (SOPA), or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact.

b. The archaeologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.

d. Project development activities may resume once copies of the archaeological survey, study, or report are submitted to the South Central Coastal Information Center at California State University Fullerton.

e. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

f. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

- **Enforcement Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources

- **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources; City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- **Monitoring Frequency:** To be determined by consultation with archaeologist if resource(s) are discovered
- **Action Indicating Compliance:** If unanticipated discoveries are found, submittal of Compliance report by a qualified archaeologist

A-3 Cultural Resources (Paleontology)

If any paleontological materials are encountered during the course of Project development, all further development activities shall be halted in the area of the discovery and:

a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology—USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum—who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact.

b. The paleontologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study, or report.

d. Project development activities may resume once copies of the paleontological survey, study, or report are submitted to the Los Angeles County Natural History Museum.

e. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

f. A covenant and agreement binding the applicant to this condition shall be recorded prior to the issuance of a grading permit.

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

- **Monitoring Frequency:** To be determined by consultation with paleontologist if resource(s) are discovered
- **Action Indicating Compliance:** If unanticipated discoveries are found, submittal of Compliance report by a qualified paleontologist

A-4 In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

a. Stop immediately and contact the County Coroner.

b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the coroner has 24 hours to notify the Native American Heritage Commission.

c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendant of the deceased Native American.

d. The most likely descendant has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave gods.

e. If the descendant does not make recommendations within 48 hours, the owner shall reinter the remains in an area of the property secure from further disturbance.

If the owner does not accept the descendant's recommendations, the owner or the descendant may request mediation by the Native American Heritage Commission.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** To be determined by consultation with archaeologist in consultation with the Native American monitor upon discovery of resource(s)
- **Action Indicating Compliance:** If unanticipated discoveries are found, submittal of written evidence of Compliance with Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5

B. Aesthetics

(1) Project Design Features

PDF-B.3-1 Temporary Construction fencing shall be placed along the periphery of the active Construction areas to screen as much of the Construction activity from view at the street level and to keep unpermitted persons from entering the Construction area.

The Project Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials (i.e., graffiti removal) are posted on any temporary Construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the Construction period.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during Field inspection
- **Action Indicating Compliance:** Field inspection sign-off

PDF-B.3-2 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.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during Field inspection
- **Action Indicating Compliance:** Field inspection sign-off

PDF-B.3-3 Balcony railings within the Project shall utilize frosted glass to reduce the potential for glare.

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

- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once at Project plan check; once during Field inspection
- **Action Indicating Compliance:** Field inspection sign-off

PDF-B.3-4 Glass used in building facades shall minimize glare (e.g., minimize the use of glass mirror coatings). Consistent with applicable energy and building code requirements, including Section 140.3 of the California Energy Code as may be amended, glass with coatings required to meet Energy Code requirements shall be permitted.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once at Project plan check; once during Field inspection
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue

C. Air Quality

(1) Project Design Features

PDF-C.1: Heavy construction equipment will not operate on-site more than a total of eight hours per day.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action(s) Indicating Compliance:** Submittal of compliance report; Field inspection sign-off

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

D. Geology and Soils

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

E. Greenhouse Gas Emissions

(1) Project Design Features

PDF-E.1 Where Leadership in Energy and Environmental Design (LEED®) standards are applicable, the design of new buildings shall include features so as to be capable of achieving current LEED® Certified status.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

PDF-E.2 At least twenty percent of the total code required parking spaces shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Only raceways and related components are required to be installed at the time of construction.

When the application of the 20 percent results in a fractional space, round up to the next whole number. A label stating "EV CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once at Project plan check; once during Field inspection
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

PDF-E.3 At least five percent (5%) of the total code required parking spaces shall include the installation of electric vehicle (EV) chargers. When the application of the five percent results in a fractional space, round up to the next whole number.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once at Project plan check; once during Field inspection
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

F. Hazards and Hazardous Materials

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

F-1 Prior to excavation, the Project Applicant shall prepare a survey of the Project Site using ground-penetrating radar or equivalent means to locate any unknown/unrecorded USTs, clarifiers, drains or other potentially contaminated equipment that may be present. If any USTs are discovered during the pre-excavation survey, they shall be properly registered and permanently abandoned by removal in accordance with LAFD requirements.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Fire Department
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Fire Department
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of grading or building permit; once during Field inspection
- **Action Indicating Compliance:** Plan approval and issuance of applicable grading or building permit; Field inspection sign-off by City of Los Angeles Fire Department

F-2 Prior to excavation, a technician shall perform boring tests of (1) soil near any USTs, clarifiers, drains or other potentially contaminated equipment discovered by pre-excavation survey; and (2) soil in portions of the Project Site where historical conditions indicate potential contamination, including the locations identified by the Phase II ESA. If soils impacted with hazardous chemicals and/or petroleum products are encountered or discovered by pre-excavation survey, a licensed Professional Geologist or Professional Engineer shall oversee proper characterization and remediation of identified impacted materials.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Fire Department
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Fire Department
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of grading or building permit; once during Field inspection
- **Action Indicating Compliance:** Plan approval and issuance of applicable grading or building permit

F-3 A Construction Soil Management Plan shall be required to guide the excavation of the below-grade portions of the Project Site. The Plan shall address the Site's known historic conditions related to subsurface petroleum at the Project Site in addition to any potential sources of contamination discovered during the pre-excavation survey, and present the appropriate methods and protocol for management of encountered conditions in accordance with established regulatory requirements. The forthcoming Construction Soil Management Plan for the project will include, but not be limited to the following standard criteria:

- A discussion of all existing site data.
- The means and methods to be employed for contaminated soil management and off-site disposal, including provisions for worker and community health and safety related monitoring and protection (South Coast Air Quality Management District (SCAQMD) Rule 1166)).
- Discussion of the types and frequency of any additional analytical testing to be performed in order to profile impacted soil with designated landfill or treatment facilities.
- Methods to comply with receiving site conditions for the reuse of inert (clean) soils from the site.
- Provision of a Community Health and Safety Plan which will outline measures that will be taken to minimize public exposure to hazards which may arise during site construction activities.
- Contingency related protocols in the event that USTs or unexpected discoveries are encountered during site construction work.
- Discussion of proposed shoring, water-proofing and vapor intrusion related controls for the project.
- Format and schedule for post excavation deliverables.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit; Field inspection during Construction
- **Action Indicating Compliance:** Plan approval and issuance of applicable grading permit; Field inspection sign-off

F-4 A technician shall be present on the Project Site during the demolition, excavation, and grading phases to sample and screen any residual contaminants, should they be encountered. The technician shall use visual identification (such as discolored soils) and/or a screening meter to identify any residual contaminants, should they be encountered. Testing to characterize the material shall occur either on-site in a mobile laboratory or off-site in a remote laboratory. Materials shall be identified, segregated, and tracked as to their extent on the Project Site.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Field inspection during Construction
- **Action Indicating Compliance:** Documentation of requirement in Compliance report

F-5 A system to prevent the entry of vapors into the building, (i.e. vapor barrier and venting system) shall be incorporated into the design and Construction of Project building slabs to ensure adequate mitigation of the vapor intrusion exposure pathway and continuous protection of human health after the Project is constructed.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit; Field inspection during Construction
- **Action Indicating Compliance:** Plan approval; Field inspection sign-off

G. Land Use and Planning

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

H. Noise

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

H-1 Temporary sound barriers, capable of blocking the line-of-sight to the adjacent residences shall be erected at the following locations:

- Along the Project northern property line between the construction site and the adjacent residential use on the east side of North Orange Drive (receptor 5)—The temporary sound barrier shall be designed to provide 20 dBA noise reduction at the ground level of the adjacent noise sensitive receptor.
- Along the Project western property line between the construction site and the multifamily residential use on the west side of North Orange Drive (receptor 8)—The temporary sound barrier shall be designed to provide minimum 11 dBA noise reduction at the ground level of the noise sensitive receptor.
- Along the Project southern property line between the construction site and the studio uses on the south side of Santa Monica Boulevard (receptors 1, 2, 3 and 4)—The temporary sound barrier shall be designed to provide minimum 3 dBA noise reduction at the ground level of the noise sensitive receptor.
- Along the Project southeastern property line between the construction site and the studio use on the east side of Mansfield Avenue (receptor 6)—The temporary sound barrier shall be designed to provide minimum 3 dBA noise reduction at the ground level of the noise sensitive receptor. Along the Project northeastern property line between the construction site and the studio use at the southeast corner of Lexington Avenue and Mansfield Avenue (receptor 7)—The temporary sound barrier shall be designed to provide a minimum 5 dBA noise reduction at the ground level of the noise sensitive receptor.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction.
- **Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit; once during Field inspection
- **Action Indicating Compliance:** Plan approval and issuance of grading permit; Field inspection sign-off

H-2 All powered Construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices (consistent with the manufacturer's standards) and shall be plug-in or solar powered. All equipment shall be properly maintained. The Construction contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during Field inspection
- **Action Indicating Compliance:** Field inspection sign-off

H-3 All Construction areas for staging and warming-up equipment shall be located at least 50 feet from the single-family residence located at 1130 North Orange Drive.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during Field inspection
- **Action Indicating Compliance:** Field inspection sign-off

H-4 Portable noise sheds for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators shall be provided.

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

- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during Field inspection
- **Action Indicating Compliance:** Field inspection sign-off

H-5 Haul trucks shall be routed and other sources of on-road noise shall be operated at least 50 feet away from the single-family residence located at 1130 North Orange Drive.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during Field inspection
- **Action Indicating Compliance:** Field inspection sign-off; Submittal of Compliance report

H-6 Earthmoving equipment shall be operated from at least 50 feet away from the single-family residence located at 1130 North Orange Drive and as far away as possible other surrounding vibration sensitive receptors.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during Field inspection
- **Action Indicating Compliance:** Field inspection sign-off; Submittal of Compliance report

H-7 Construction activities that produce vibration, such as demolition, excavation, earthmoving, and ground impacting shall be sequenced so that the vibration sources do not operate simultaneously.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during Field inspection

- **Action Indicating Compliance:** Field inspection sign-off; Submittal of Compliance report

H-8 Non-impact demolition and Construction methods, such as saw or torch cutting and removal for off-site demolition, chemical splitting, and hydraulic jack splitting, shall be used instead of high impact methods.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during Field inspection
- **Action Indicating Compliance:** Field inspection sign-off; Submittal of Compliance report

H-9 Building protection measures such as underpinning, soil grouting, or other forms of ground improvement shall be used where needed to prevent deterioration of off-site building condition due to Construction.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during Field inspection
- **Action Indicating Compliance:** Field inspection sign-off; Submittal of Compliance report

H-10 Use of pavement breakers, vibratory rollers, and packers near sensitive uses, including the single-family residence located at 1130 North Orange Drive, shall be prohibited.

- **Enforcement Agency: City of Los Angeles Department of Building and Safety**
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during Field inspection
- **Action Indicating Compliance:** Field inspection sign-off; Submittal of Compliance report

H-11 Trucks, including those used for the hauling of exported soils and the delivery of Construction equipment and materials, should maintain a distance of no less than 50 feet from the single-family residence located at 1130 North Orange Drive.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during Field inspection
- **Action Indicating Compliance:** Field inspection sign-off; Submittal of Compliance report

I. Population and Housing

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue

J.1 Public Services—Fire Protection

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

J.2 Public Services—Police Protection

(1) Project Design Features

PDF-J.2-1 Prior to the start of Construction, temporary fencing shall be placed along the periphery of the active Construction areas to keep unpermitted persons from entering the Construction area and to screen Construction activities from view. The perimeter fence shall

have gates installed to facilitate the ingress and egress of equipment and Construction workers. Where applicable, the Construction fence shall incorporate a pedestrian walkway with temporary lighting. Should sections of the Construction fence have to be removed to facilitate work in progress, barriers and or K – rails shall be installed to prevent public entry and theft.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during Field inspection
- **Action Indicating Compliance:** Field inspection sign-off

PDF-J.2-2 During Construction, the Project Applicant shall retain the services of a private security firm to monitor the Project Site.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action Indicating Compliance:** Documentation of private on-site security in annual Compliance report

PDF-J.2-3 The Project design shall include on-site security measures and controlled access systems for residents to minimize the demand for police protection services. These measures include, but are not limited to, the following:

- Perimeter lighting to supplement the street lighting and to provide increased visibility and security;
- On-Site security personnel, commensurate to similar/comparable residential and retail projects of its size, as needed; and
- Parking structure and residential unit's access control.
- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Operation

- **Monitoring Frequency:** Annually
- **Action Indicating Compliance:** Documentation in annual Compliance report

PDF-J.2-4 The Project design shall incorporate the LAPD "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," to ensure the security of semi-public and private spaces, including:

- Creation of defensible space;
- Natural surveillance (visibility from streets and sidewalks); and
- Natural access control (landscaping buffers and other distinctions between public and private spaces).
- **Enforcement Agency:** City of Los Angeles Police Department, City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once prior to the issuance of applicable building permit
- **Action Indicating Compliance:** Issuance of building permit

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

J.3 Public Services—Schools

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

J.4 Public Services—Parks

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

J.5 Public Services—Libraries

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

K. Transportation/Traffic

(1) Project Design Features

PDF-K.1 All measures detailed in the Department of Transportation's communication to the Planning Department, dated August 5, 2015, and included in Appendix I-3 to this Draft EIR shall be implemented and complied with. Such communication is incorporated herein by reference and the measures are as follows:

- Construction Impacts

  A Construction work site traffic control plan will be prepared and submitted to LADOT for review and approval prior to the start of any Construction work. The plan shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs, and access to abutting properties.

- Highway Dedication and Street Widening Requirements

  The Project Applicant shall be subject to the roadway dimensions listed in the Mobility Plan, which are as follows:

  - Santa Monica Boulevard would require a 37-foot half-width roadway within a 52-foot half-width roadway.
  - Along the project's frontage, Mansfield Avenue would require a 20-foot half-width roadway within a 30-foot half-width right-of-way.
  - Orange Drive would require a 20-foot half-width roadway within a 33-foot half-width right-of-way.

- The applicant shall also check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening, and/or sidewalk requirements for this project.

- Parking Requirements

  The Project Applicant shall check with the City of Los Angeles Department of Building and Safety on the number of Code-required parking spaces needed for the project.

- Driveway Access and Circulation

  While LADOT has indicated that the conceptual site plan is acceptable, the Project Applicant shall contact LADOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways shall be Case 2 driveways and 30 feet wide for two-way operations. Any security gates shall be a minimum of 20 feet from the property line or to the satisfaction of DOT. All truck loading and unloading shall take place on site with no vehicles having to back into or out of the project via any of the project driveways.

- Development Review Fees

  The Project Applicant shall pay applicable fees pursuant to LAMC Section 19.15, which identifies specific fees for traffic study review, condition clearance and permit issuance.

- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once prior to issuance of applicable Certificate of Occupancy
- **Action Indicating Compliance:** Compliance report during Construction; issuance of Certificate of Occupancy

PDF-K.2 The Project Applicant shall prepare and submit (to LADOT) a Construction Traffic Management Plan (CTMP), including street closure information, detour plans, haul routes, and staging plans, as necessary. The CTMP shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include the following elements:

1. Provisions for temporary traffic control during all construction activities along public-rights-of-way to improve traffic flow on public roadways (e.g., flaggers).
2. Scheduling construction activities to reduce the effect on traffic flow on arterial streets.
3. Construction-related vehicles shall not park on surrounding public streets.
4. Provisions of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers.
5. Schedule construction-related deliveries other than concrete and earthwork-related deliveries, to reduce travel during peak travel periods as identified in this study.
6. Construction-related vehicles and construction workers are to be prohibited from parking on surrounding public streets. Adequate parking for construction workers shall be provided at a designated off-site location and workers shuttled to the Project Site until the Project garage is sufficiently completed and usable for construction worker parking.
7. No bus stops would be relocated and no bus lines would be rerouted due to Project construction.
8. Any required haul route application shall be reviewed by LADOT and the Department of Street Services and subsequently approved by the City prior to the issuance of any grading permit for the Project; and
9. Coordinate with Caltrans regarding lane closures and street detours that may affect traffic at on/off-ramps and obtain the required Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities.
10. Notification of construction activities, including hauling activities in the vicinity of LAUSD pedestrian and bicycle routes shall be made to Bancroft Middle School and the LAUSD Transportation Branch prior to the commencement of such activities.

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

- **Monitoring Frequency:** Once at Project plan check prior to issuance of grading or building permit; once during Field inspection
- **Action Indicating Compliance:** Plan approval and issuance of grading permit; Field inspection sign-off; Compliance report during Construction

PDF-K.3 A travel demand management (TDM) program will be implemented for the Project. TDM program elements would be developed as part of preparation of a detailed TDM plan, to be approved by LADOT prior to approval of a final certification of occupancy for the Project. As described in detail below, TDM program elements will include unbundled parking, rideshare programs, discounted transit passes, etc. The final plan will be prepared prior to issuance of a final certificate of occupancy for the Project.

- Unbundled Parking: Unbundling parking typically separates the cost of purchasing or renting parking spaces from the cost of purchasing or renting a dwelling unit. Saving money on a dwelling unit by forgoing a parking space acts as an incentive that minimizes auto ownership. Similarly, paying for parking (by purchasing or leasing a space) acts as a disincentive that discourages auto ownership and trip-making.
- Rideshare Programs: Rideshare programs typically include the provision of an on-site transit and rideshare information center that provides assistance to help people form carpools or access transit alternatives. Rideshare programs often also include priority parking for carpools.
- Transit Pass Discount Program: Transit pass discount programs typically include negotiating with transit service providers to purchase transit passes in bulk, and therefore at a discounted rate. Discounted passes are then sold to interested residents or employees, helping them to obtain price discounts through the economics of scale of bulk purchasing.
- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Prior to operation
- **Monitoring Frequency:** Once prior to issuance of applicable Certificate of Occupancy

- **Action Indicating Compliance:** Approval of TDM program from Los Angeles Department of Transportation; annual Compliance report; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

L.1 Utilities and Service Systems—Wastewater

(1) Project Design Features:

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

L.2 Utilities and Service Systems—Water

(1) Project Design Features

PDF-L.2-1 In addition to water conservation measures required by Code, The Project would implement the following water conservation features that exceed the requirements of the Los Angeles Green Building Code:

For outdoor areas of the Project:

- Expanded use of high-efficiency irrigation systems, including weather-based irrigation controllers with rain shutoff technology or smart irrigation controllers for any area that is either landscaped or designated for future landscaping. Drip or subsurface irrigation shall be utilized.
- Use of water efficient landscaping, such as proper hydro-zoning and turf minimization. The Project shall provide the LAMC code required amount of new landscaping areas with drought-tolerant plants.

For indoor areas of the Project:

- High-efficiency toilets with flush volume of 1.0 gallon of water per flush.
- Shower stalls shall have no more than one showerhead per stall.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once at Project plan check; once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

L.3 Utilities and Service Systems—Solid Waste

(1) Project Design Features

No specific project design features are proposed relevant to solid waste facilities

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

L.4 Utilities and Service Systems—Energy Conservation

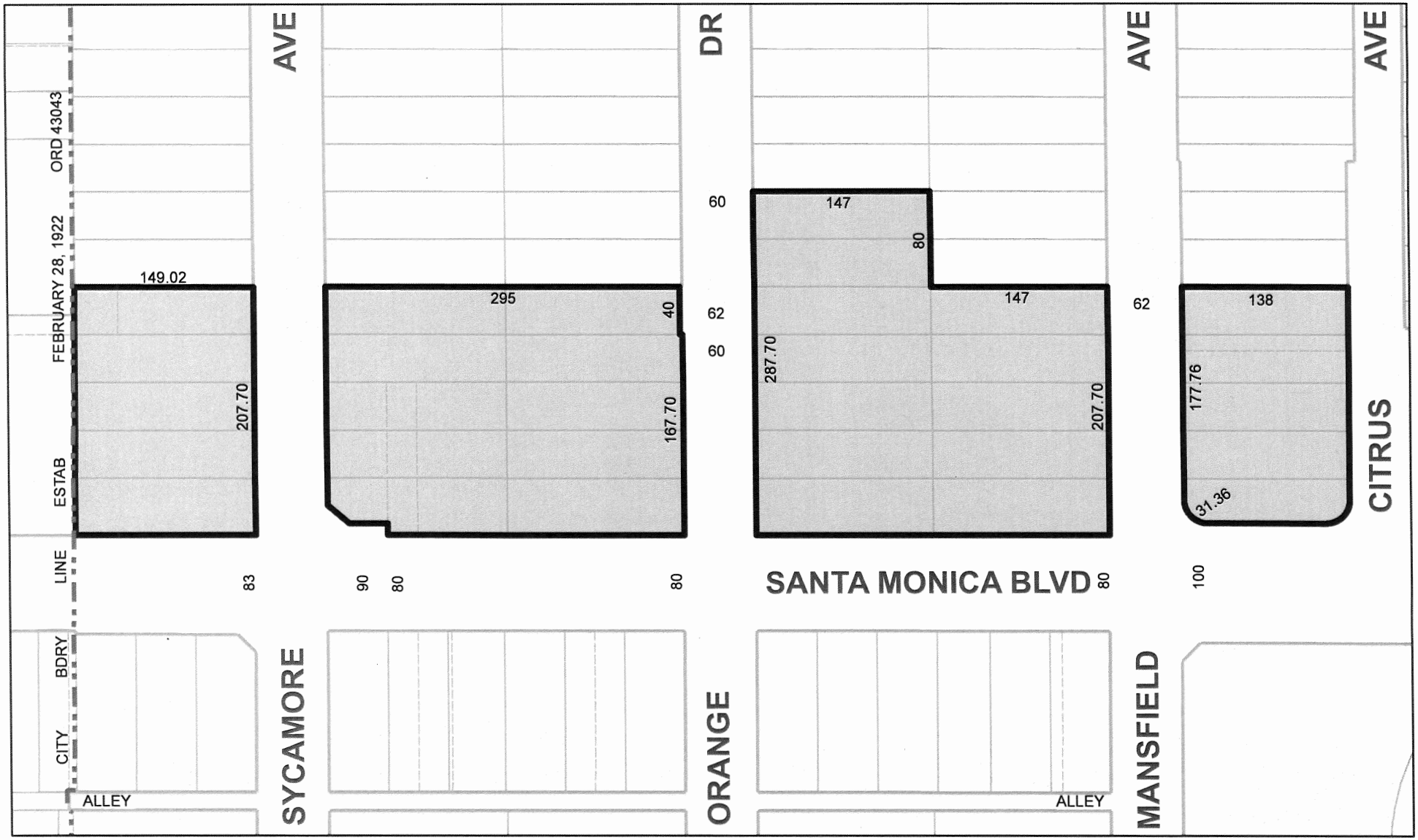
(1) Project Design Features

No specific project design features are proposed relevant to this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

Exhibit C



GENERAL COMMERCIAL

NORTH

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HOLLYWOOD

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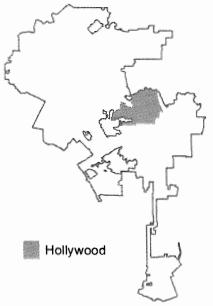

Data Sources: Department of City Planning & Bureau of Engineering

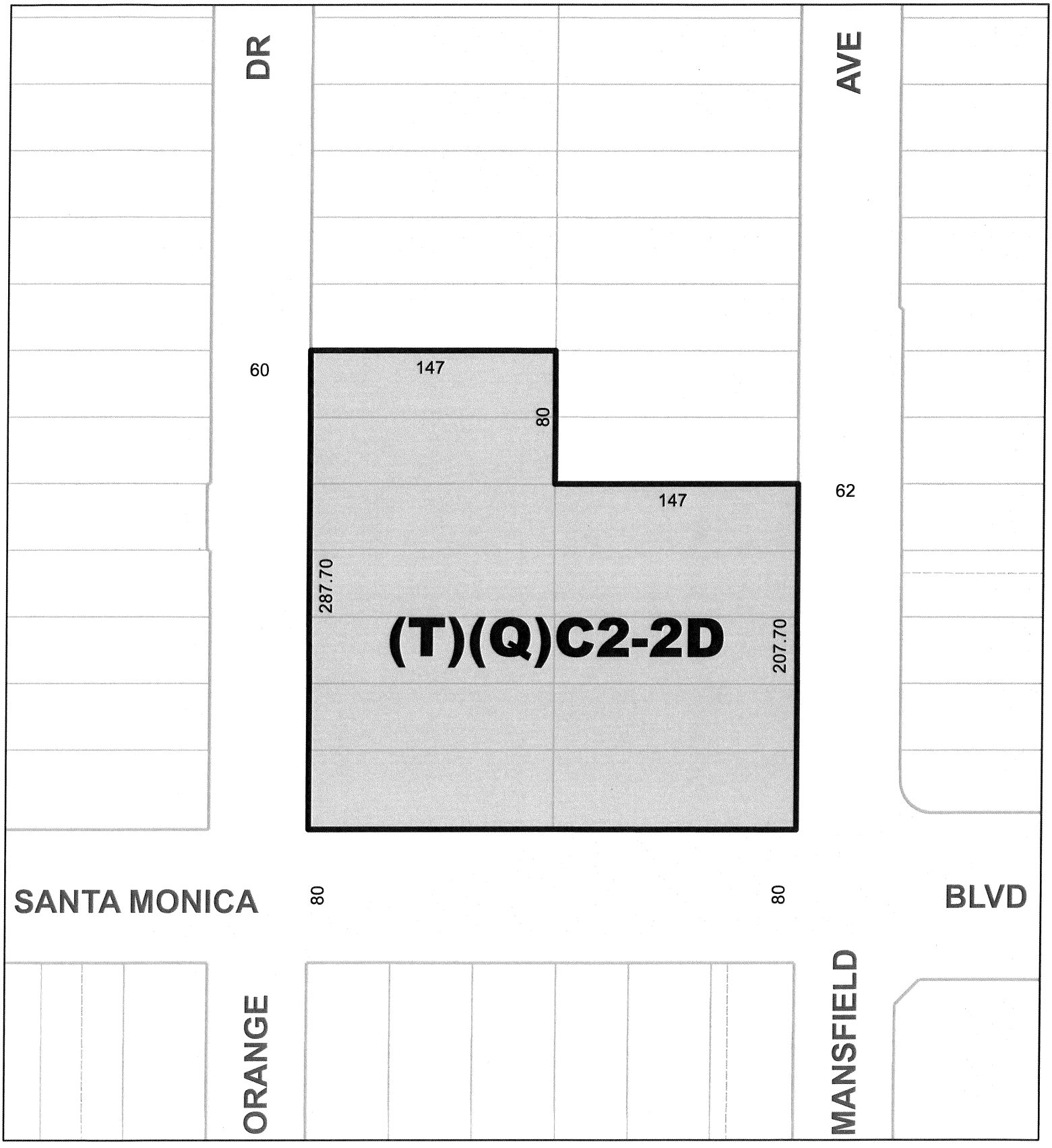

Exhibit D

NORTH

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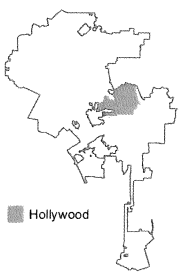
City of Los Angeles



Data Sources: Department of City Planning & Bureau of Engineering