VESTING TENTATIVE TRACT MAP NO. 74103 (stamped map-dated March 30, 2016)

HEARING DATE: August 17, 2016

PLANNING DEPARTMENT STAFF REPORT

PURSUANT TO ORDINANCE NO. 164,845, IF A CERTIFICATE OF POSTING HAS NOT BEEN SUBMITTED BEFORE THE DATE OF THE PUBLIC HEARING, IT MUST BE PRESENTED AT THE HEARING, OR THE CASE MUST BE CONTINUED.

REQUEST

Pursuant to the Los Angeles Municipal Code Sections 17.03, Vesting Tentative Tract Map No. 74103 to permit the merger and re-subdivision of a 99,046 square-foot site (East Site) into 1 Master Lot and 3 airspace lots for the development of 100 affordable senior units, and 69,250 square feet of floor area consisting of: 18,040 square feet of dwelling space with 55 transitional living and emergency guest rooms with a capacity for 100 beds (including 60 transitional living beds and 40 emergency overnight beds), 7,085 square-foot senior center, 15,465 square-foot youth center, 17,040 square feet of administrative offices, 5,215 square-foot accessory recreational space, 4,520 square feet of kitchen/service area, and a 1,885 square-foot commercial space; and a 8,758 square-foot site (West Site) Lot 2 for the development of 35 affordable youth housing units.

Pursuant to Section 21082.1(c) of the California Public Resources Code, certification of the Environmental Impact Report, Findings, Statement of Overriding Considerations and accompanying mitigation measures and Mitigation Monitoring Program for ENV-2015-1192-EIR (SCH No. 2015101001).

PROJECT ADDRESS

1119–1139 N. McCadden Place / 1118–1136 N. McCadden Place / 6719–6733 Santa Monica Boulevard

RELEVANT CASES

ON-SITE:

Case No. CPC-2016-1083-GPA-VZC-HD-DB-SPR: This is a concurrent request seeking: a General Plan Amendment from Limited Manufacturing to General Commercial; a Vesting Zone and Height District Change from [Q]M1-1VL-SN to [T][Q]C2-2D with an FAR of 3:1; a Density Bonus with 100 units of affordable senior housing and 35 units of affordable youth housing and the utilization of Parking Option 2, an On-Menu Incentive to average the floor area ratio, density, parking, and open space; an Off-Menu Incentive to allow a 3-foot south side yard for the proposed youth housing building in lieu of the 8-foot required; and an Off-Menu Incentive to allow 40 emergency overnight beds in lieu of the maximum 30 emergency overnight beds permitted, and a Site Plan Review for a project which creates or results in an increase of 50 or more dwelling units.

OFF-SITE:

There are no previous or existing cases relevant to this subdivision.

PUBLIC RESPONSES

At the time of the preparation of this report, no comments have been received from the public.

GENERAL COMMENTS

Project Site

The project site consists of two generally rectangular shaped sites separated by a local street, with an approximately 116,329.05 square foot site, or approximately 2.67 acres, consisting of 12 lots. The project has frontage along Santa Monica Boulevard, McCadden Place and Las Palmas Boulevard. The site is zoned [Q]M1-1VL-SN, where "M1" refers to the Limited Industrial Zone and "1VL" refers to the Height District, and "SN" refers to the Hollywood Signage Supplemental Use District. The 1VL Height District in an M zone, imposes a height limitation of 45 feet a maximum FAR of 1.5:1. The site is currently improved with a one-story office building and associated surface parking (on the East Site) and the Village and associated surface parking (on the West Site) totaling 59,308 square feet. The property has a frontage of approximately 150 feet along Santa Monica Boulevard, and 250 feet (West Site) and 363.75 feet East Site) along McCadden Place and 150 feet along Las Palmas Boulevard. The Hollywood Community Plan Map designates the parcels for Limited Manufacturing land uses. There are no protected trees on the site.

Project Vicinity

The project site is located in a highly urbanized area characterized primarily by low- to mid-rise buildings that are occupied by commercial, residential, and entertainment-related uses. Land uses surrounding the East Site include: surface parking areas and one-story commercial and office structures to the north; surface parking areas and one- to two-story commercial and office structures to the east, along N. Las Palmas Avenue, and a small retail center at the northwest corner of Santa Monica Boulevard and N. Las Palmas Avenue, to the south and east; the Eastman Kodak Company building and associated surface parking lot to the south, across Santa Monica Boulevard; a small retail center located at the northwest corner of Santa Monica Boulevard and N. McCadden Place; an art gallery at the southwest corner of Santa Monica Boulevard and N. McCadden Place; and the project West Site to the west.

Land uses surrounding the West Site include: two-story creative office buildings and the McCadden Place Theatre to the north; surface parking areas and the East Site to the east; a one-story commercial use and one-story retail center to the south; and one- to two-story commercial, retail, and entertainment-related office uses and surface parking to the west, along Highland Avenue.

The immediate surroundings are zoned [Q]M1-1VL-SN (Limited Manufacturing). Further north, uses along Lexington Ave are zoned RD1.5-1XL (Low Medium II Residential) Along Santa Monica Boulevard, properties are zoned both M1 and C2, with a mixture of commercial and light industrial uses along the corridor. The project site is generally bounded by Lexington Avenue to the north, Las Palmas Avenue to the east, Santa Monica Boulevard to the south, and Highland Avenue to the west, with N. McCadden Place traversing the project site.

The Hollywood and Highland Metro Red Line station is approximately a half mile from the project site.

Project

The project is a mixed-use development consisting of a development of 100 affordable senior units, 35 affordable youth housing units, 55 transitional living and emergency guest rooms, 1,885 square feet of commercial floor area, and an enclosed subterranean parking. The project will have a total floor area of 216,268 square feet of floor area (including the existing 30,708-square-foot Village), with a corresponding FAR of 1.86:1. The project provides amenities and services to the Lesbian, Gay, Bisexual and Transgendered community and a retail space.

The project includes three buildings. The first is a six-story senior housing building with 100 affordable housing units for seniors, including one manager's unit. The second building is a five-story youth housing building with 35 affordable housing units for young people, ages 18-24, including one manager's unit. The third building is a one- to four-story LGBT facility with approximately 69,250 square feet of floor area, including a 7,085-square-foot senior center, a 15,465-square-foot youth center, approximately 17,040 square feet of administrative offices, approximately 5,215 square feet of accessory recreational space, a 4,520-square-foot kitchen/service area, approximately 18,040 square feet of dwelling space with 55 transitional living and emergency guest rooms with a capacity for 100 beds (including 60 transitional living beds and 40 emergency overnight beds), and 1,885 square feet of retail, all of which would primarily serve project residents, employees, clients, and guests. The proposed youth housing building would be developed on the West Site, immediately south of the existing Village, and the remaining two buildings would be developed on the East Site. The project does not include any changes to the Village or the current uses therein, but the Village would become part of the McCadden project to allow integrated services and expanded programs to be provided to the LGBT community. The project includes approximately 350 parking spaces that would be provided in a two-level subterranean parking garage on the East Site.

Circulation

Santa Monica is an east-west oriented roadway located south of the project site. Within the project study area, Santa Monica Boulevard is designated as a Major Highway Class II/Avenue I by the City of Los Angeles and as a Major Highway/Commercial Corridor by the City of West Hollywood. Two through travel lanes are generally provided in both directions on Santa Monica Boulevard within the project study area. Separate left-turn lanes are provided in both directions on Santa Monica Boulevard at major intersections.

McCadden Place is a north-south oriented roadway that bisects the project site. McCadden Place is designated as a Local Street. One through travel lane is provided in each direction on McCadden Place within the project study area.

Las Palmas Avenue is a north-south oriented roadway that borders the project site to the east. Within the project study area, Las Palmas Avenue is designated as a Local Street. One through travel lane is generally provided in each direction on Las Palmas Avenue within the project study area.

Lexington Avenue is an east-west oriented roadway located north of the project site. Within the project study area, Lexington Avenue is designated as a Local Street. One through travel lane is generally provided in each direction on Lexington Avenue within the project study area.

Public Transit

The area is well served by public transit, including both bus and rail service. Metro provides eight bus lines in the form of both rapid and local bus service, as well as one subway line in the study area. DASH also provides local bus transit service in the area.

Metro Local 2/302 - Routes 2/302 are local lines that travel from Downtown Los Angeles to Pacific Palisades via Sunset Boulevard. This line provides service to Hollywood, West Hollywood, and Westwood and travels along Highland Avenue in the vicinity of the project site.

Metro Local 4 - Route 4 is a local line that travels from Santa Monica to Downtown Los Angeles via Santa Monica Boulevard. This line provides service to West Los Angeles, West Hollywood, and Echo Park. Route 4 travels along Highland Avenue in the vicinity of the Project site.

Metro 10 - Route 10 travels from Downtown Los Angeles to West Hollywood via Temple Street and Melrose Avenue. Route 10 travels along Highland Avenue in the vicinity of the project site.

Metro 156/656 - Routes 156/656 travel from Panorama City to Hollywood via Highland Avenue, Vineland Avenue, and Van Nuys Boulevard. These lines travel along Highland Avenue in the vicinity of the project site.

Metro 212/312 - Routes 213/312 provide service to Hawthorne, Lennox, Inglewood, Windsor Hills, Baldwin Hills, Crenshaw, Mid-City, Miracle Mile, Hancock Park, and Hollywood via La Brea Avenue. These lines travel along Santa Monica Boulevard in the vicinity of the project site.

Metro Rapid 704 - Route 704 is a rapid line that travels from Santa Monica to Downtown Los Angeles via Santa Monica Boulevard. This line provides service to West Los Angeles, Century City, and West Hollywood, and travels along Santa Monica Boulevard in the vicinity of the project site.

LADOT DASH Hollywood - DASH Hollywood is a local line that travels to and from Fountain Avenue and Vine Avenue via Highland Avenue, Franklin Avenue, and Vermont Avenue. This line provides service to the Metro Red Line Vermont/Sunset station, Vermont/Santa Monica station, and Hollywood/Vine station, and travels along Highland Avenue in the vicinity of the project site.

Cityline Shuttle - Cityline Shuttle is a local line that serves the West Hollywood area between San Vicente Boulevard and La Brea Avenue via Santa Monica Boulevard. This line travels along Santa Monica Boulevard in the vicinity of the project site.

Hazards

The project is not located with an Alquist-Priolo Zone and is not located within a Fault Rupture Study area. The project is located 1.37 kilometers from the nearest fault (Hollywood Fault).

The property is not located in Landslide, Tsunami, Very High Fire Hazard, Flood Zone, Methane Hazard, or High Wind Velocity areas or Liquefaction area.

Economic Development

The property is located the Los Angeles State Enterprise Zone, and within the Central City Revitalization Zone boundary.

REPORTS RECEIVED

BUREAU OF ENGINEERING: Recommends that the project be subject to conditions stated in the memo dated July 1, 2016. See recommended conditions in **Draft Tentative Tract Report with Conditions** under department.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION: Recommends that the project be subject to conditions stated in the memo dated June 9, 2016. See recommended conditions in **Draft Tentative Tract Report with Conditions** under department.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION: Recommends that the project be subject to conditions stated in the memo dated August 10, 2016. See recommended conditions in **Draft Tentative Tract Report with Conditions** under department.

DEPARTMENT OF TRANSPORTATION: Recommends that the project be subject to conditions stated in the memo dated July 26, 2016. See recommended conditions in **Draft Tentative Tract Report with Conditions** under department.

FIRE DEPARTMENT: No comments were available at the writing of the staff report.

BUREAU OF STREET LIGHTING: Recommends that the project be subject to conditions stated in the memo dated June 29, 2016. See recommended conditions in **Draft Tentative Tract Report with Conditions** under department.

ENVIRONMENTAL CLEARANCE

On August 17, 2016, the Deputy Advisory Agency and Hearing Officer, on behalf of the City Planning Commission, will consider, pursuant to Section 21082.1(c) of the California Public Resources Code, the adequacy of the Environmental Impact Report ENV-2015-1192-EIR (State Clearinghouse House No. , findings, Statement of Overriding Considerations and accompanying mitigation measures, mitigation Monitoring Program as the environmental clearance for the project. See **Draft Tentative Tract Report with Conditions.**

STAFF RECOMMENDATIONS

The Planning Department staff recommends approval of Vesting Tentative Tract Map No. 74103 subject to the standard conditions and the additional conditions in the Draft Vesting Tentative Tract Report with Conditions.

Prepared by:

for

Sergio Ibarra
Planning Associate
(213) 978-1333

Note: Recommendation does not constitute a decision. Changes may be made by the Advisory Agency at the time of the public hearing.

DRAFT TENTATIVE TRACT REPORT WITH CONDITIONS

In accordance with provisions of Los Angeles Municipal Code (LAMC) Section 17.03, the Advisory Agency approved Vesting Tentative Tract Map No. 74103, located at 1119 – 1139 N. McCadden Place, 1118 – 1136 N. McCadden Place, and 6719 – 6733 Santa Monica Boulevard, consisting of a **99,046 square-foot site (East Site) into 1 Master Lot and 3 airspace lots for the development of 100 affordable senior units, and 69,250 square feet of floor area consisting of: 18,040 square feet of dwelling space with 55 transitional living and emergency guest rooms with a capacity for 100 beds (including 60 transitional living beds and 40 emergency overnight beds), 7,085 square-foot senior center, 15,465 square-foot youth center, 17,040 square feet of administrative offices, 5,215 square-foot accessory recreational space, 4,520 square feet of kitchen/service area, and a 1,885 square-foot commercial space; and an 8,758 square-foot site (West Site) Lot 2 for the development of 35 affordable youth housing units,** as shown on map stamp-dated March 3, 2016 in the Hollywood Community Plan. This unit density is based on the proposed C2 Zone and LAMC Section 12.22-A.25. (The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety, which will legally interpret the Zoning code as it applies to this particular property.) For an appointment with the Development Services Center call (213) 482-7077 and (818) 377-5050. The Advisory Agency's approval is subject to the following conditions:

NOTE on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

1. That a 5-foot wide strip of land be dedicated along both sides of McCadden Place adjoining the tract to complete a 30-foot half and 60-foot wide right-of way. In the event the City Council downgrades McCadden Place to maximum 50-foot wide right-of-way prior to the recordation of the final map then above street dedication will not be necessary.

2. That a 5-foot wide strip of land be dedicated along Las Palmas Avenue adjoining the tract to complete a 30-foot wide half right-of-way.

3. That a 12-foot wide strip of land be dedicated along Santa Monica Boulevard adjoining the tract to complete a 52-foot wide half right-of-way in accordance with Modified Avenue I Standards of LA Mobility Plan including a 15-foot by 15-foot minimum property line cut corner at the intersection with McCadden Place. In the event that the City Council approves that no cut corner be provided then the above cut corner shall not be necessary.

4. 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.

5. That a set of drawings for airspace lots be submitted to the City Engineer showing the followings:

    a. Plan view at different elevations.
    b. Isometric views.
    c. Elevation views.

d. Section cuts at all locations where air space lot boundaries change.

6. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

7. Prior to issuance of a grading or building permit, or prior to recordation of the final map, the subdivider shall make suitable arrangements to assure compliance, satisfactory to the Department of Building and Safety, Grading Division.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

8. Prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:

a. Provide a copy of affidavits PKG-2673, AFF-49435, AFF-50104, and AFF-55142. Show compliance with all the conditions/requirements of the above affidavits as applicable. Termination of above affidavits may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.

b. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication.

c. Obtain Building Permit from the Department of Building and Safety to remove stairs and exiting path on Proposed Master Lot 2 for the building on the adjacent lot as shown on Permit 14016-10000-08574. Provide copy of the permit and signed inspection card to show completion of the work prior to obtaining the Zoning clearance.

d. Residential uses are not allowed in the M1 Zone. Obtain Zone Change approval from the Department of City Planning. Show with the Q and T conditions for the new zone. Zone Change must be recorded prior to obtaining Zoning clearance.

e. Density shall be in compliance with the new zone as calculated after all required dedications.

f. Record a Covenant and Agreement to treat the buildings and structures located in an Air Space Subdivision as if they were within a single lot.

Notes:

Each Air Space lot shall have access to a street by one or more easements or other entitlements to use in a form satisfactory to the Advisory Agency and the City Engineer.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Laura Duong at (213) 482-0434 to schedule an appointment.

DEPARTMENT OF TRANSPORTATION

9. Prior to recordation of the final map, satisfactory arrangements shall be made to satisfy the recommendations of the Department of Transportation as follows:

   a. A minimum of 40-foot and 20-foot reservoir space(s) be provided between any ingress security gate(s) and the property line when driveway is serving more than 100 and less than 100 parking spaces respectively.

   b. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk, LAMC 12.21 A-5(i)a.

   c. Driveways and vehicular access to projects shall be limited to Las Palmas Ave and McCadden Pl.

   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 N. Figueroa Street, Room 550.

   e. That a fee in the amount of $205 be paid for the Department of Transportation as required per Ordinance No. 183270 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.

FIRE DEPARTMENT

10. That the project be subject to any recommendations from the Fire Department.

BUREAU OF STREET LIGHTING

11. If new street light(s) are required, then 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.

BUREAU OF SANITATION

12. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d).)

INFORMATION TECHNOLOGY AGENCY

13. That satisfactory arrangements be made in accordance with the requirements of the Information Technology Agency to assure that cable television facilities will be installed in the same manner as other required improvements. Refer to the LAMC Section 17.05-N. Written evidence of such arrangements must be submitted to the Information Technology Agency, 200 North Main Street, 12th Floor, Los Angeles, CA 90012, 213 922-8363.

DEPARTMENT OF RECREATION AND PARKS

14. That the Quimby fee be based on the C2/R4 Zone. (MM)

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

15. Density Bonus. Prior to the issuance of a building permit for any dwelling unit on the subject property, the applicant shall execute and record a rental covenant agreement running with the land, to the satisfaction of the Los Angeles Housing Department ("LAHD"). The covenant shall bind the applicant and/or any subsequent property owner to reserve 135 of the proposed 135 units for occupancy by at least moderate income households for a period of 55 years. Although the applicant qualifies for a 35% density bonus, the project's unit count does not need to make use of additional bonus units, as the C2 Zone permitted density is 188 residential units, above the 135 unit count of the proposed project. The project's rental units will be restricted as affordable rental dwelling units, pursuant to California Government Code Section 65915 and Los Angeles Municipal Code Section 12.22-A,25. All density bonus calculations resulting in fractional units shall be rounded up to the nearest whole number (Gov. Code Section 65915 (g)(5)). Applicant must provide an affordable unit dispersal proposal to be approved by LAHD to ensure that affordable units are not segregated or otherwise distinguishable from market rate units.

    Parking Option 2. Provide a minimum of one parking space per restricted affordable unit, and a minimum of 0.5 parking spaces per restricted Low or Very Low Income Senior housing unit.

    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 applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.

16. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

a. The project shall be limited to 1 Master Lot and 3 airspace lots for the development of 100 affordable senior units, and 69,250 square feet of floor area consisting of: 18,040 square feet of dwelling space with 55 transitional living and emergency guest rooms with a capacity for 100 beds (including 60 transitional living beds and 40 emergency overnight beds), 7,085 square-foot senior center, 15,465 square-foot youth center, 17,040 square feet of administrative offices, 5,215 square-foot accessory recreational space, 4,520 square feet of kitchen/service area, and a 1,885 square-foot commercial space, and 35 affordable youth housing units.

b. Commercial, Managers, and Guest Room Parking: Parking shall comply with LAMC 12.21.A-4. In addition, prior to issuance of a building permit, a parking plan showing off-street parking spaces, as required by the Advisory Agency, be submitted for review and approval by the Department of City Planning (200 North Spring Street, Room 750).

c. Bicycle Parking: Bike parking shall comply with LAMC Section 12.21-A,16.

d. The applicant shall install an air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 11 or better in order to reduce the effects of diminished air quality on the occupants of the project. (MM)

e. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.

f. That the subdivider considers the use of natural gas and/or solar energy and consults with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.

g. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. (MM)

17. Prior to the issuance of the building permit or the recordation of the final map, a copy of Case No. CPC-2016-1083-GPA-VZC-HD-DB-SPR shall be submitted to the satisfaction of the Advisory Agency. In the event that CPC-2016-1083-GPA-VZC-HD-DB-SPR is not approved, the subdivider shall submit a tract modification.

18. Prior to the issuance of a grading permit, the subdivider shall record and execute a Covenant and Agreement (Planning Department General Form CP-6770), binding the subdivider of exporting of approximately 62,325 cubic yards of soil, a total of 160 loads per day for a duration of 30 days, in addition to the following haul route conditions: (MM)

a. Streets to be used are limited to Las Palmas Avenue and Santa Monica Boulevard.

b. Hauling hours of operation shall be from 7 a.m. to 4 p.m. Monday through Friday. Trucks shall not arrive at the construction site before the prescribed start time.

c. Trucks shall be restricted to double bottom dump trucks, 18 wheels or smaller.

d. All staging shall be on-site. Alternatively, an off-site location shall be selected and trucks radioed into site.

e. The Traffic Bureau of the Los Angeles Police Department shall be notified prior to the start of hauling (213.485.3106).

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

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

h. 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.

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

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

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

l. 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.

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

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

o. Truck Crossing warning signs shall be placed 300 feet in advance of the exit in each direction.

p. 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.

q. 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.

r. Any desire to change the prescribed routes must be approved by the concerned governmental agencies by contacting the Street Use Inspection Division at 213.485.3711 before the change takes place.

s. The permittee shall notify the Street Use Inspection Division, 213.485.3711, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations.

t. A surety 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 District Engineering Office, 201 N. Figueroa Street, Room 770, Los Angeles, CA 90012. Further information regarding the bond may be obtained by calling 213. 977.6039.

19. **Indemnification.** 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, in whole or in part, of the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

(ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

(iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $25,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City. The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

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

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

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

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES AND MITIGATION MONITORING PROGRAM

20. Prior to recordation of the final map the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department requiring the subdivider to identify mitigation monitors who shall provide periodic status reports on the implementation of mitigation items required by Mitigation Condition Nos. 14, 15d, 15g, 22 and 23 of the Tract's approval satisfactory to the Advisory Agency. The mitigation monitors shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, postconstruction/maintenance) to ensure continued implementation of the above mentioned mitigation items.

21. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

This Mitigation Monitoring and Reporting Program ("MMRP") has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a "reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition, Section 15097(a) of the State CEQA Guidelines requires that:

> *In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.*

The City of Los Angeles is the Lead Agency for the project and therefore is responsible for administering and implementing the MMRP. Where appropriate, the project's Draft and Final EIRs identified mitigation measures and project design features to avoid or to mitigate potential impacts identified to a level where no significant impact on the environment would occur, or impacts would be reduced to the extent feasible. This MMRP is designed to monitor implementation of the project's mitigation measures as well as its project design features.

As shown on the following pages, each required mitigation measure and proposed project design feature for the project is listed and categorized by impact area, with an accompanying identification of the following:

- **Enforcement Agency:** The agency with the power to enforce the Mitigation Measure/Project Design Feature.
- **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 Mitigation Measure/Project Design Feature shall be monitored.
- **Monitoring Frequency:** The frequency at which the Mitigation Measure/Project Design Feature shall be monitored.
- **Action Indicating Compliance:** The action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure/Project Design Feature has been implemented.

The project's MMRP will be in place throughout all phases of the project. The project applicant will be responsible for implementing all mitigation measures unless otherwise noted. The applicant shall also be obligated to provide a certification report to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure or project design feature has been implemented. The City's existing planning, engineering, review, and inspection processes will be used as the basic foundation for the MMRP procedures and will also serve to provide the documentation for the reporting program.

The certification report shall be submitted to the project planner at the Los Angeles Department of City Planning. Each report will be submitted to the project planner annually following completion/implementation of the applicable mitigation measures and project design features and shall include sufficient information and documentation (such as building or demolition permits) to reasonably determine whether the intent of the measure has been satisfied. The City, in conjunction with the Applicant, shall assure that project construction and operation occurs in accordance with the MMRP.

After review and approval of the final MMRP by the City, minor changes and modifications to the MMRP are permitted, but can only be made by the Applicant subject to the approval by the City. The City, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed changes or modification. The flexibility is necessary due to the nature of the MMRP, the need to protect the environment in the most efficient manner, and the need to reflect changes in regulatory conditions, such as but not limited to changes to building code requirements, updates to LEED "Silver" standards, and changes in Secretary of Interior Standards. No changes will be permitted unless the MMRP continues to satisfy the requirements of CEQA, as determined by the City.

22. **Mitigation Measures and Project Design Features.** The development of the project site is hereby bound to the following Mitigation Measures and Project Design Features, which are conditions of approval for the project.

Aesthetics, Views, Light/Glare, and Shading

Project Design Feature A-1: New onsite utilities that may be required to serve the project shall be installed underground, where practical.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, at plan check
- **Action(s) Indicating Compliance:** Plan approval and issuance of building permit

Project Design Feature A-2: Mechanical, electrical, and roof top equipment, as well as building appurtenances, shall be screened from public view.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, at field inspection prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance:** Field inspection sign-off; Issuance of Certificate of Occupancy

Project Design Feature A-3: Trash areas associated with the proposed buildings shall be enclosed or otherwise screened from view from public rights-of-way.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, at field inspection prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance:** Field inspection sign-off; Issuance of Certificate of Occupancy

Project Design Feature A-4: The project includes courtyards, roof terraces and a plaza that break up the massing and provides landscaped areas visible throughout the site.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, at plan check
- **Action Indicating Compliance:** Plan approval and issuance of building permit

Project Design Feature A-5: The project buildings include varied heights, massing and materials to add visual interest, reduce bulk, enhance walkability, improve aesthetic character, and enliven the street frontages in the pedestrian zone.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, at plan check
- **Action(s) Indicating Compliance:** Plan approval and issuance of building permit

Project Design Feature A-6: The project buildings include landscaped features along Santa Monica Boulevard, N. McCadden Place, and N. Las Palmas Avenue to beautify the street frontage and enhance the pedestrian and visual experience.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, at plan check
- **Action(s) Indicating Compliance:** Plan approval and issuance of building permit

Project Design Feature A-7: The project includes a public plaza on the East Site along N. McCadden Place to create a welcoming entrance into the project site, enhance the pedestrian experience and to create a connection to the courtyard across the street at the existing Village at Ed Gould Plaza.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, at plan check
- **Action(s) Indicating Compliance:** Plan approval and issuance of building permit

Project Design Feature A-8: The project includes widening the sidewalk along N. McCadden Place to promote pedestrian safety, to incorporate more landscaping along the street edge, and to emphasize the campus design and connection to the existing Village at Ed Gould Plaza.

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

- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, at plan check
- **Action(s) Indicating Compliance:** Plan approval and issuance of building permit

Project Design Feature A-9: All onsite exterior lighting will be automatically controlled by photo sensor to illuminate only when required.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, at field inspection prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance:** Field inspection sign-off; Issuance of Certificate of Occupancy

Project Design Feature A-10: All new street and pedestrian outdoor lighting required for the project will be shielded and directed towards the interior of the project site so that the light source does not project directly upon any adjacent residential property from the ground and 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, at field inspection prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance:** Field inspection sign-off; Issuance of Certificate of Occupancy

Mitigation Measure A-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, as feasible, and to keep unpermitted persons from entering the construction area.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance:** Field inspection sign-off

Mitigation Measure A-2: The project applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials (i.e., graffiti remove) are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance:** Field inspection sign-off

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

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance:** Field inspection sign-off

Mitigation Measure A-4: The exteriors of the proposed structures shall be constructed of materials such as, but not limited to, high performance and/or low-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, at field inspection prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance:** Field inspection sign-off; Issuance of Certificate of Occupancy

Air Quality

Project Design Feature B-1: Use of adhesives, sealants, paints, finishes, carpet, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.

- **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:** Field inspection sign-off

Greenhouse Gas Emissions

Project Design Feature C-1: The design of the new buildings shall incorporate features to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-CS® or LEED-NC® Rating System as of January 1, 2011. Such LEED® features shall include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation measures, among others.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, at plan check
- **Action(s) Indicating Compliance:** Plan approval and issuance of building permit

Project Design Feature C-2: The project would not include hearths (woodstove and fireplaces) installed in the residences.

- **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, prior to plan approval; Once prior to issuance of a Certificate of Occupancy
- **Action(s) Indicating Compliance:** Plan approval (Pre-construction); issuance of a Certificate of Occupancy (Construction)

Project Design Feature C-3: The project would encourage carpooling and the use of electric vehicles by providing that at least 20 percent of the total code-required parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating 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 plan check; Once, during field inspection
- **Action(s) Indicating Compliance:** Plan approval (Pre-construction); issuance of a Certificate of Occupancy (Construction)

Project Design Feature C-4: At least 5 percent of the total code-required parking spaces shall be equipped with EV charging stations. Plans shall indicate the proposed type and location(s) of charging stations. Plan design shall be based on Level 2 or greater EVSE at its maximum operating capacity. When the application of the 5 percent requirement 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 plan check; Once, during field inspection
- **Action(s) Indicating Compliance:** Plan approval (Pre-construction); issuance of a Certificate of Occupancy (Construction)

Geology and Soils

Mitigation Measure D-1: Footings for buildings with subterranean levels shall be founded in firm older alluvium.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance:** Field inspection sign-off; quarterly compliance report by project contractor

Mitigation Measure D-2: Footings for on-grade buildings shall be founded within a new compacted fill cap or shall extend into older alluvium. If utilized for support, the fill cap shall extend a minimum of 5 feet below the existing ground surface and 3 feet below the bottom of foundations. The bottom of the fill cap shall extend into competent natural soil.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance:** Field inspection sign-off; quarterly compliance report by project contractor

Mitigation Measure D-3: If existing fill material is to be re-used, any construction debris in the existing fill material shall be removed.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance:** If existing fill is re-used, field inspection sign-off; quarterly compliance report by project contractor

Mitigation Measure D-4: If fill is to be placed in the upper 6 to 8 inches of the surface exposed by the excavation, the fill shall be scarified, moisture conditioned to 2 or 4 percent over optimum moisture content, and compacted to 90 percent relative compaction. If localized areas of relatively loose soils prevent proper compaction, over-excavation and re-compaction shall occur.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance:** If existing fill is re-used, field inspection sign-off; quarterly compliance report by project contractor

Mitigation Measure D-5: A shoring plan shall be implemented during construction to provide stable excavations and prevent settlement due to the removal of adjacent soil.

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

- **Monitoring Frequency:** Once, at plan check; Periodic field inspections during excavation
- **Action(s) Indicating Compliance:** Approval of shoring plan by City of Los Angeles Department of Building and Safety (Pre-construction); Field inspection sign-off and quarterly compliance report submitted by project contractor (Construction)

Mitigation Measure D-6: The performance of the shoring system shall be monitored. The monitoring shall consist of periodic surveying of the lateral and vertical locations of the tops of all the soldier piles and the lateral movement along the entire lengths of selected soldier piles. Periodic monitoring of the load on selected anchors, where applicable, shall also occur.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic inspections during construction
- **Action(s) Indicating Compliance:** quarterly compliance report by project contractor

Mitigation Measure D-7: Prior to issuance of grading permits, the project applicant shall submit final design plans and a geotechnical engineering report to the Department of Building and Safety for review and approval. The design-level geotechnical engineering report shall be used for final design of the foundation system for the structures and will take into consideration the engineering properties beneath the proposed structures and the projected loads. The final report shall specify exact design coefficients that are needed by structural engineers to determine the type and sizing of structural building materials. The final report shall be subject to the specific performance criteria imposed by the Los Angeles Building Code. The final geotechnical report shall be prepared by a registered civil engineer or certified engineering geologist and include appropriate measures to minimize seismic hazards and ensure structural safety of the proposed structure. The proposed structures shall be designed and constructed in accordance with all applicable provisions of the Los Angeles Building Code.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check prior to issuance of applicable building permit for report approval; Periodic field inspections during construction
- **Action(s) Indicating Compliance:** Issuance of applicable building permit; Field inspection sign-off

Noise

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

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance:** Field inspection sign-off; quarterly compliance certification report submitted by project contractor.

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

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance:** Field inspection sign-off; quarterly compliance certification report submitted by project contractor.

Project Design Feature F-3: All outdoor mounted mechanical equipment would be enclosed or screened from offsite noise-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:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance:** Plan approval and issuance of building permit; Issuance of Certificate of Occupancy

Project Design Feature F-4: Trash collection areas shall be fully enclosed.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance:** Plan approval and issuance of building permit; Issuance of Certificate of Occupancy

Project Design Feature F-5: Outdoor amplified sound systems would be designed so as not to exceed a maximum noise level of 79 dBA (L_{eq}) at a distance of 50 feet from the amplified sound system.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, during field inspection
- **Action(s) Indicating Compliance:** Issuance of Certificate of Occupancy

Mitigation Measure F-1: A temporary and impermeable sound barrier shall be erected along the northern and southern property lines of the project site (along Santa Monica Boulevard). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the SAE Institute (receptor location R5) to the south and 8-dBA noise reduction at the residential and theater uses to the north (receptor locations R1 and R2).

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action(s) Indicating Compliance:** Field inspection sign-off; quarterly compliance certification report submitted by project contractor

Mitigation Measure G-2: The contractor shall employ the following construction methods to minimize the generation of ground-borne vibration at the adjacent buildings to the west and east of the project site:

a) Utilize smaller pieces of construction equipment, such as a small bulldozer and hand held compactors, when construction occurs within 15 feet of the adjacent offsite buildings.

b) Avoid using a jackhammer within 8 feet of the adjacent offsite buildings; use a saw to cut the asphalt.
c) Utilize mini-caisson or alternative methods for installation of piles within 15 feet of the adjacent offsite buildings.
d) Retain the services of a qualified vibration consultant to monitor ground-borne vibration at the adjacent buildings to the west and east of the project site during site excavation (when the use of heavy construction equipment, such as a large bulldozer, drill rig, or loaded truck occurs) within 15 feet of the offsite building structures adjacent to the project site. If the measured ground-borne vibration levels exceed 0.2 inch/second (PPV) at the adjacent offsite structures, the project contractor shall evaluate and employ alternative construction methods, so that the ground-borne vibration levels would be below 0.2 inch/second (PPV) at the adjacent offsite structures to the west and east.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance:** Field inspection sign-off

Public Services - Fire Protection

Project Design Feature G.1-1: The project shall install automatic fire sprinklers in all proposed buildings.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, during field inspection
- **Action(s) Indicating Compliance:** Plan approval and issuance of building permit (Pre-construction); Issuance of Certificate of Occupancy (Construction)

Public Services - Police Protection

Project Design Feature G.2-1: During construction, the project applicant shall implement appropriate temporary security measures, including security fencing, lighting, and locked entry.

- **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:** Periodic field inspections
- **Action(s) Indicating Compliance:** Field inspection sign-off; quarterly compliance certification report submitted by project contractor

Project Design Feature G.2-2: During operation, the project shall include private onsite security, a closed circuit security camera system, and keycard entry for the residential buildings and the residential parking areas.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; Construction; Operation
- **Monitoring Frequency:** Once prior to issuance of building permit; Once prior to issuance of Certificate of Occupancy; Annual assessment
- **Action(s) Indicating Compliance:** Plan approval and issuance of building permit (Pre-construction); Issuance of Certificate of Occupancy (Construction); Annual compliance report by Applicant (Operation)

Project Design Feature G.2-3: The project shall include sufficient lighting of building entries and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, at field inspection prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance:** Field inspection sign-off; Issuance of Certificate of Occupancy

Project Design Feature G.2-4: The project shall include sufficient lighting of parking structures, elevators, and lobbies to reduce areas of concealment.

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

- **Monitoring Frequency:** Once, at field inspection prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance:** Field inspection sign-off; Issuance of Certificate of Occupancy

Project Design Feature G.2-5: The project entrances to, and exits from, buildings, open spaces around buildings, and pedestrian walkways shall be designed, to the extent practicable, to be open and in view of surrounding sites.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, at field inspection prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance:** Field inspection sign-off; Issuance of Certificate of Occupancy

Mitigation Measure G.2-1: Prior to the issuance of a building permit, the project applicant shall consult with the Los Angeles Police Department's Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the project, including applicable features in the Los Angeles Police Department's Design Out Crime Guidelines.

- **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
- **Action Indicating Compliance:** Written confirmation of consultation and receipt of plan by Los Angeles Police Department

Mitigation Measure G.2-2: Prior to the issuance of a certificate of occupancy, the project applicant shall submit a diagram of the project site to the Los Angeles Police Department West Bureau Commanding Officer that includes access routes and any additional information that might facilitate police response.

- **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
- **Action Indicating Compliance:** Written confirmation of receipt of plan by Los Angeles Police Department

Traffic, Access, and Parking

Project Design Feature H-1: Prior to the start of construction, the project applicant shall prepare a work site traffic control plan and submit it to the Los Angeles Department of Transportation for review and approval. The work site traffic control plan shall identify the location of any temporary street parking or sidewalk closures, provide for the posting of signs advising pedestrians of temporary sidewalk closures and providing alternative routes, provide for the installation of other construction-related warning signs, and show access to abutting properties. Furthermore, the project applicant shall temporarily lease spaces from nearby parking lots.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, prior to issuance of grading permit
- **Action(s) Indicating Compliance:** Written verification of approval of Plan from Los Angeles Department of Transportation prior to the issuance of grading permit

Project Design Feature H-2: The project applicant shall develop and implement a Transportation Demand Management (TDM) Plan that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. The Transportation Demand Management Plan shall be subject to review and approval by the Department of City Planning and LADOT. The Transportation Demand Management Plan may include, but is not limited to, the following:

- Carpools: Assist staff members in the formation of carpools. Based on demand, designate parking spaces within the onsite parking structure for parking by recognized staff carpools that are located within a preferred and convenient area of the structure.
- Public Transit: Provide new employees with a one-month transit pass at no cost to the employee.
- Staggered/Flexible Work Schedules: To the extent feasible, allow staff to work staggered and/or flexible work schedules. This may include a compressed work week (e.g., four 10-hour work days per week) and/or staggered work schedules that allow for arrival and departure outside of the regular peak weekday commute periods (e.g., 7:00 A.M.–10:00 A.M. and 3:00 P.M.–6:00 P.M.).
- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually, during operation
- **Action(s) Indicating Compliance:** Annual compliance report

Water Supply and Infrastructure

Project Design Feature I-1: The project design shall incorporate the following design features to support water conservation:

- Residential bathroom faucets with a maximum flow rate of 1.0 gallon per minute and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No more than one showerhead per shower stall, with a flow rate no greater than 1.75 gallons per minute.
- High-efficiency clothes washers within common laundry rooms (commercial washers with water factor of 7.5 or less).
- No-flush or waterless urinals in all non-residential restrooms as appropriate.
- Non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and of a self-closing design (i.e., that would automatically turn off when not in use).
- Non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
- Installation of tankless and on-demand water heaters in commercial kitchens and restrooms.
- Use of a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwellings and/or solar-thermal water heaters, as feasible.
- Minimum irrigation system distribution uniformity of 75 percent.
- Use of proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.
- Use of landscape contouring to minimize precipitation runoff
- **Enforcement Agency:** City of Los Angeles Department of Water and Power
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, prior to issuance of Certificate of Occupancy (to verify any necessary installation)
- **Action(s) Indicating Compliance:** Plan approval and issuance of building permits; Issuance of Certificate of Occupancy

Energy Resources

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

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

- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, at plan check
- **Action(s) Indicating Compliance:** Plan approval and issuance of building permit

Project Design Feature C-2: The project would not include hearths (woodstove and fireplaces) installed in the residences.

- **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, prior to plan approval; Once prior to issuance of a Certificate of Occupancy
- **Action(s) Indicating Compliance:** Plan approval (Pre-construction); issuance of a Certificate of Occupancy (Construction)

Project Design Feature H-2: The project applicant shall develop and implement a Transportation Demand Management (TDM) Plan that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. The Transportation Demand Management Plan shall be subject to review and approval by the Department of City Planning and LADOT. The Transportation Demand Management Plan may include, but is not limited to, the following:

- Carpools: Assist staff members in the formation of carpools. Based on demand, designate parking spaces within the onsite parking structure for parking by recognized staff carpools that are located within a preferred and convenient area of the structure.
- Public Transit: Provide new employees with a one-month transit pass at no cost to the employee.
- Staggered/Flexible Work Schedules: To the extent feasible, allow staff to work staggered and/or flexible work schedules. This may include a compressed work week (e.g., four 10-hour work days per week) and/or staggered work schedules that allow for arrival and departure outside of the regular peak weekday commute periods (e.g., 7:00 A.M.–10:00 A.M. and 3:00 P.M.–6:00 P.M.).

- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually, during operation
- **Action(s) Indicating Compliance:** Annual compliance report

Project Design Feature I-1: The project design shall incorporate the following design features to support water conservation:

- Residential bathroom faucets with a maximum flow rate of 1.0 gallon per minute. and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No more than one showerhead per shower stall, with a flow rate no greater than 1.75 gallons per minute.
- High-efficiency clothes washers within common laundry rooms (commercial washers with water factor of 7.5 or less).
- No-flush or waterless urinals in all non-residential restrooms as appropriate.
- Non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and of a self-closing design (i.e., that would automatically turn off when not in use)
- Non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
- Installation of tankless and on-demand water heaters in commercial kitchens and restrooms.
- Use of a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwellings and/or solar-thermal water heaters, as feasible.
- Minimum irrigation system distribution uniformity of 75 percent.
- Use of proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.
- Use of landscape contouring to minimize precipitation runoff.

- **Enforcement Agency:** City of Los Angeles Department of Water and Power
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, prior to issuance of Certificate of Occupancy (to verify any necessary installation)
- **Action(s) Indicating Compliance:** Plan approval and issuance of building permits; Issuance of Certificate of Occupancy

23. **Construction Mitigation Conditions** - Prior to the issuance of a grading or building permit, or the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

CM-1. That a sign be required on site clearly stating a contact/complaint telephone number that provides contact to a live voice, not a recording or voice mail, during all hours of construction, the construction site address, and the tract map number. YOU ARE REQUIRED TO POST THE SIGN 7 DAYS BEFORE CONSTRUCTION IS TO BEGIN.

a. Locate the sign in a conspicuous place on the subject site or structure (if developed) so that the public can easily read it. The sign must be sturdily attached to a wooden post if it will be freestanding.

b. Regardless of who posts the site, it is always the responsibility of the applicant to assure that the notice is firmly attached, legible, and remains in that condition throughout the entire construction period.

c. If the case involves more than one street frontage, post a sign on each street frontage involved. If a site exceeds five (5) acres in size, a separate notice of posting will be required for each five (5) acres or portion thereof. Each sign must be posted in a prominent location.

CM-2. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

CM-3. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.

CM-4. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

CM-5. All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.

CM-6. All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.

CM-7. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

CM-8. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

CM-9. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

CM-10. Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

CM-11. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

CM-12. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), construct diversion dikes to channel runoff around the site. Line channels with grass or roughened pavement to reduce runoff velocity.

CM-13. Stockpiles, excavated soil, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

CM-14. All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

CM-15. Clean up leaks, drips and spills immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

CM-16. Do not hose down pavement at material spills. Use dry cleanup methods whenever possible.

CM-17. Cover and maintain dumpsters. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.

CM-18. Use gravel approaches where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets.

CM-19. Conduct all vehicle/equipment maintenance, repair, and washing away from storm drains. All major repairs are to be conducted off-site. Use drip pans or drop clothes to catch drips and spills.

CM-20. Trucks having no current activity shall not idle but be turned off.

DEPARTMENT OF CITY PLANNING-STANDARD CONDOMINIUM CONDITIONS

C-1. That approval of this tract constitutes approval of model home uses, including a sales office and off-street parking. Where the existing zoning is (T) or (Q) for multiple residential use, no construction or use shall be permitted until the final map has recorded or the proper zone has been effectuated. If models are constructed under this tract approval, the following conditions shall apply:

1. Prior to recordation of the final map, the subdivider shall submit a plot plan for approval by the Division of Land Section of the Department of City Planning showing the location of the model dwellings, sales office and off-street parking. The sales office must be within one of the model buildings.

2. All other conditions applying to Model Dwellings under Section 12.22-A,10 and 11 and Section 17.05-O of the LAMC shall be fully complied with satisfactory to the Department of Building and Safety.

C-2. Prior to the recordation of the final map, the subdivider shall pay or guarantee the payment of a park and recreation fee based on the latest fee rate schedule applicable. The amount of said fee to be established by the Advisory Agency in accordance with LAMC Section 17.12 and is to be paid and deposited in the trust accounts of the Park and Recreation Fund.

C-3. Prior to obtaining any grading or building permits before the recordation of the final map, a landscape plan, prepared by a licensed landscape architect, shall be submitted to and approved by the Advisory Agency in accordance with CP-6730.

In the event the subdivider decides not to request a permit before the recordation of the final map, a covenant and agreement satisfactory to the Advisory Agency guaranteeing the submission of such plan before obtaining any permit shall be recorded.

C-4. In order to expedite the development, the applicant may apply for a building permit for an apartment building. However, prior to issuance of a building permit for apartments, the registered civil engineer, architect or licensed land surveyor shall certify in a letter to the Advisory Agency that all applicable tract conditions affecting the physical design of the building and/or site, have been included into the building plans. Such letter is sufficient to clear this condition. In addition, all of the applicable tract conditions shall be stated in full on the building plans and a copy of the plans shall be reviewed and approved by the Advisory Agency prior to submittal to the Department of Building and Safety for a building permit.

OR

If a building permit for apartments will not be requested, the project civil engineer, architect or licensed land surveyor must certify in a letter to the Advisory Agency that the applicant will not request a permit for apartments and intends to acquire a building permit for a condominium building(s). Such letter is sufficient to clear this condition.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.

(b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.

(c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.

(d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.

(e) That drainage matters be taken care of satisfactory to the City Engineer.

(f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.

(g) That any required slope easements be dedicated by the final map.

(h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.

(i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.

(j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.

(k) That no public street grade exceeds 15%.

(l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.

S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:

(a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.

(b) Make satisfactory arrangements with the Department of Transportation with respect to street name, warning, regulatory and guide signs.

(c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.

(d) All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.

(e) Any required bonded sewer fees shall be paid prior to recordation of the final map.

S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

(a) Construct on-site sewers to serve the tract as determined by the City Engineer.

(b) Construct drainage facilities.

(c) No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; three (3) on McCadden Pl. and two (2) on Santa Monica Bl.

NOTES: The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection. Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometries of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

(d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division (213-485-5675) upon completion of construction to expedite tree planting.

(e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.

(f) Construct access ramps for the handicapped as required by the City Engineer.

(g) Close any unused driveways satisfactory to the City Engineer.

(h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.

(i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

a. 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 37-foot half roadway.

(3) Any necessary removal and reconstruction of existing improvements.

(4) The necessary transitions to join the existing improvement.

2. Improve Las Palmas Avenue by the construction of additional concrete sidewalk within the newly dedicated area to complete a full width sidewalk with tree wells including any necessary removal and reconstruction of the existing improvements.

3. Any non-standard street improvements including the narrowing of McCadden Place shall be approved and coordinated between Los Angeles Department of the Transportation and Bureau of Engineering B-permit Section.

NOTES:

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units.
Approval from Board of Public Works may be necessary before removal of any street trees in conjunction with the improvements in this tract map through Bureau of Street Services Urban Forestry Division.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with LAMC Section 17.05N.

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtainenergy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

FINDINGS OF FACT (CEQA)

I. Introduction

The Los Angeles LGBT Center (LGBT Center) and McCadden Plaza, LP (collectively, project applicant) propose the development of the McCadden project, a mixed-use project that would provide services and affordable housing for at-risk seniors and young adults in the LGBT community. The project would also serve as the new headquarters for the LGBT Center and would include program space for senior and youth services, including media classrooms, accessory recreational space, administrative offices, and retail space that would primarily serve project residents, employees, clients, and guests.

The project would be developed on two sites (the East Site and the West Site) bisected by N. McCadden Place. The East Site, which fronts Santa Monica Boulevard and N. McCadden Place, includes an existing, one-story, approximately 28,600-square-foot office building and would be removed as part of the project. The northerly portion of the West Site is currently occupied by The Village at Ed Gould Plaza (Village), which is operated by the LGBT Center and includes a one/two-story building with approximately 30,708 square feet of floor area.[1]

The project includes three buildings: a six-story senior housing building with 100 affordable housing units for seniors; a five-story youth housing building with up to 35 affordable housing units for young people, ages 18–24; and a one- to four-story LGBT facility with approximately 69,250 square feet of floor area, including a 7,085-square-foot senior center, a 15,465-square-foot youth center, approximately 17,040 square feet of administrative offices, approximately 5,215 square feet of accessory recreational space, a 4,520-square-foot kitchen/ service area, approximately 18,040 square feet of dwelling space with 55 transitional living and emergency guest rooms with a capacity for 100 beds (including 60 transitional living beds and 40 emergency overnight beds), and 1,885 square feet of retail, all of which would primarily serve project residents, employees, clients, and guests. The proposed youth housing building would be developed on the West Site, immediately south of the existing Village, and the other two buildings would be developed on the East Site.

The project also includes approximately 350 parking spaces that would be provided in a two-level subterranean parking garage on the East Site. The proposed uses and the existing Village would be integrated and connected by several landscaped courtyards, garden areas, and landscaped pathways. In addition, a minimum of 13,625 square feet of open space for the senior and youth housing would be provided in accordance with the requirements of the Los Angeles Municipal Code (LAMC).

Overall, the project includes the removal of approximately 28,600 square feet of existing improvements and the construction of approximately 185,560 square feet of new improvements, resulting in a net increase of 156,960 square feet of net new floor area on the project site. With the inclusion of the existing Village floor area (approximately 30,708 square feet), the project site would include approximately 216,268 square feet of floor area following the completion of the project.

In accordance with the requirements of the California Environmental Quality Act (CEQA), the City of Los Angeles prepared an Environmental Impact Report (EIR) to evaluate the environmental impacts of the project. The findings provided herein incorporate the Final EIR for the project. The Final EIR includes the Draft EIR and all appendices thereto and written responses to all comments received on the Draft EIR during the public review period.

II. Environmental Documentation Background

The proposal for the McCadden project (as defined below) was reviewed by the Los Angeles Department of City Planning, serving as Lead Agency, in accordance with the requirements of CEQA (Public Resources Code Section 21000 *et seq.*; 14 California Code of Regulations Section 15000 *et seq.*). An Initial Study was prepared for the project and, in compliance with Public Resources Code Section 21080.4, a Notice of Preparation (NOP) was prepared by the Lead Agency and distributed to the State Clearinghouse, Office of Planning and Research, responsible

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1 *All square-footage numbers with respect to existing or proposed improvements represent floor area as defined in Section 12.03 of the Los Angeles Municipal Code.*

agencies, and other interested parties. The NOP identified specific areas where the project could have adverse environmental effects and determined that an EIR would need to be prepared to document these effects. The NOP was circulated for a 30-day review period starting on October 1, 2015, and ending on November 2, 2015. In addition, a public scoping meeting was conducted on October 15, 2015. The Lead Agency reviewed and considered the written comments received in response to the NOP, and subsequently prepared a Draft EIR for the Project. Copies of the written comments submitted to the Department of City Planning in response to the NOP are included in Appendix A to the Draft EIR.

The Draft EIR for the Project, which is incorporated herein by reference in full, was prepared pursuant to CEQA and State, Agency, and City of Los Angeles (City) CEQA Guidelines (Public Resources Code Section 21000, *et seq.*; 14 California Code of Regulations Section 15000, *et seq.*; City of Los Angeles Environmental Quality Act Guidelines). The Draft EIR evaluated in detail the potential environmental effects of the Project. The Draft EIR also analyzed the effects of three alternatives to the Project, as described below. These included a No Project/No Build Alternative, Residential Only Alternative, and a Reduced Density Alternative. A Notice of Availability of the Draft EIR was circulated on June 9, 2016 to owners and occupants within a 500-foot radius of the Project Site, individual and agency commenters on the NOP, scoping meeting attendees, adjacent jurisdictions, and other interested parties. The Draft EIR was also made available for review on the City's website. In addition, copies of the Draft EIR were made available for review at four libraries and the Los Angeles Department of City Planning. In accordance with Section 15105(a) of the State CEQA Guidelines (CEQA Guidelines), the Draft EIR was circulated for a 45-day public comment period starting on June 9, 2016 and ending on July 25, 2016. The Lead Agency received a total of 5 written comment letters on the Draft EIR. Copies of the written comments received on the Draft EIR are included in Appendix FEIR-A to the Final EIR.

The Lead Agency prepared a Final EIR for the Project, which is hereby incorporated by reference in full. The Final EIR includes the Draft EIR and all appendices thereto and written responses to all comments received on the Draft EIR during the public review period. A Notice of Availability of the Final EIR was circulated on August 5, 2016 to owners and occupants within a 500-foot radius of the Project Site, individual and agency commenters on the NOP, scoping meeting attendees, individual and agency commenters on the Draft EIR, and other interested parties. The Final EIR was made available for review on the City's website. In addition, copies of the Final EIR were made available for review at four libraries and the Los Angeles Department of City Planning. Pursuant to CEQA Guidelines Section 15088(b), the Final EIR was sent to all public agencies that commented on the Draft EIR at least 10 days prior to certification of the Final EIR.

III. Findings Required to be Made by Lead Agency under CEQA

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

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

- The second possible finding is that "such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (CEQA Guidelines Section 15091(a)(2)).

- The third possible finding is that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or project alternatives identified in the final EIR." (CEQA Guidelines Section 15091(a)(3)).

The findings provided below include the following:

- Description of Significant Effects—A description of the environmental effects identified in the EIR.
- Project Design Features—A list of the project design features or actions that are included as part of the Project.
- Mitigation Measures—A list of the mitigation measures that are required as part of the Project to reduce identified significant impacts.
- Finding—One or more of the three possible findings set forth above for each of the significant impacts.
- Rationale for Finding—A summary of the rationale for the finding(s).
- Reference—A reference of the specific section of the EIR which includes the evidence and discussion of the identified impact.

IV. Description of the Project

A detailed description of the Project is provided in Section II, Project Description, of the Draft EIR. A summary description of the Project is provided below and in Section I, Executive Summary, of the Draft EIR and Final EIR.

A. Project Location and Surrounding Uses

The Project would be developed on two sites bisected by N. McCadden Place. The overall project site includes approximately 2.67 acres (or approximately 116,329 square feet) of land. The portion of the project site on the west side of N. McCadden Place is located at 1119–1139 N. McCadden Place (West Site), and the portion of the Project Site on the east side of N. McCadden Place is located at 1118–1136 N. McCadden Place and 6719–6733 Santa Monica Boulevard (East Site). The project site is located in the Hollywood community of the City of Los Angeles. The project site is generally bounded by Lexington Avenue to the north, Las Palmas Avenue to the east, Santa Monica Boulevard to the south, and Highland Avenue to the west, with N. McCadden Place traversing the Project Site.

The project site is located in a highly urbanized area characterized primarily by low- to mid-rise buildings that are occupied by commercial, residential, and entertainment-related uses. Land uses surrounding the East Site include: surface parking areas and one-story commercial and office structures to the north; surface parking areas and one- to two-story commercial and office structures to the east, along Las Palmas Avenue, and a small retail center at the northwest corner of Santa Monica Boulevard and Las Palmas Avenue, to the south and east; the Eastman Kodak Company building and associated surface parking lot to the south, across Santa Monica Boulevard; a small retail center located at the northwest corner of Santa Monica Boulevard and N. McCadden Place; an art gallery at the southwest corner of Santa Monica Boulevard and N.

McCadden Place; and the West Site to the west.[2]

Land uses surrounding the West Site include: two-story creative office buildings and the McCadden Place Theatre to the north; surface parking areas and the East Site to the east; a one-story commercial use and one-story retail center to the south; and one- to two-story commercial, retail, and entertainment-related office uses and surface parking to the west, along Highland Avenue.

B. Existing Conditions

1. Existing Project Site Conditions

The project site is currently occupied by a one-story office building comprising approximately 28,600 square feet and associated surface parking (on the East Site) and the approximately 30,708-square-foot Village and associated surface parking (on the West Site). Approximately 119 surface parking spaces are currently located on the Project Site, including 38 required parking spaces for the Village. Vehicular and pedestrian access to the project site is available by driveways on both sides of N. McCadden Place and along Las Palmas Avenue. Existing landscaping within the Project Site includes ornamental landscaping near project site boundaries, within the surface parking areas, and within courtyard areas in the Village. Ornamental trees located along the boundaries of the project site consist of various non-native species that are not subject to the City's protected tree regulations in Section 17.05.R of the LAMC.

The LGBT Center currently occupies a portion of the existing one-story office building on the East Site to provide office space for 40 of its employees.

The Village currently serves as a community center providing legal, financial, and educational assistance, as well as performance and exhibition space within a 200-fixed-seat theater, a 50-non-fixed-seat theater, two galleries, offices, a library, classrooms, program space, a media lab and a courtyard. The LGBT Center periodically hosts evening events in the Village courtyard, including receptions for gallery openings, movie screenings, live performances and dances with limited amplified sound, fundraisers, social events and food festivals. There were approximately 50 such events in 2014, mostly attended by a maximum of 200 people, with occasional events that included more than 200 people. In almost all cases, these events ended by 10:00 p.m. Three of the events involved a one-day closure of N. McCadden Place and the use of the existing surface parking lots on the East Site.

2. Existing Land Use and Zoning Designations

The Project Site is located within the area subject to the Hollywood Community Plan (Community Plan), adopted in December 1988. The current land use designation for the Project Site in the Community Plan is Limited Manufacturing.

The project site is currently zoned [Q]M1-1VL-SN (Qualified Limited Industrial, Height District 1VL, Sign District). The Limited Industrial zone permits a wide array of land uses. Specifically, the M1 zone permits any commercial land use permitted in the MR1 and C2 zones, in addition to other specified uses, including foundries, rental of equipment commonly used by contractors, stadiums, arenas, auditoriums, and indoor swap meets. The C2 zone allows a variety of commercial, office, residential, retail, and hotel uses. The Height District 1VL designation within the M1 zone imposes

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2 *Subsequent to the release of the Initial Study, existing buildings to the east of the East Site, along Las Palmas Avenue, have been demolished as part of the construction of the Lexington project.*

a height limitation of three stories or 45 feet and a maximum floor area ratio (FAR) of 1.5:1. In addition, pursuant to Ordinance No. 164,704, adopted in 1989, a Q condition for the project site limits commercial uses to those permitted in the C4 Zone. The "SN" in the zoning designation indicates that the project site is located in the Hollywood Signage Supplemental Use District.

C. Project Characteristics

The Los Angeles LGBT Center (LGBT Center) and McCadden Plaza, LP (collectively, project applicant) propose the development of the McCadden project, a mixed-use project that would provide services and affordable housing for at-risk seniors and young adults in the LGBT community. The project would also serve as the new headquarters for the LGBT Center. In addition to multigenerational affordable housing, the project includes program space for senior and youth services, including media classrooms, accessory recreational space, administrative offices, and retail space that would primarily serve project residents, employees, clients, and guests.

The project would be developed on two sites (the East Site and the West Site) bisected by N. McCadden Place. The East Site, which fronts Santa Monica Boulevard and N. McCadden Place, includes an existing, one-story, approximately 28,600-square-foot office building and would be removed as part of the project. The northerly portion of the West Site is currently occupied by The Village at Ed Gould Plaza (Village), which is operated by the LGBT Center and includes a one/two-story building with approximately 30,708 square feet of floor area. The current uses in the Village include a 200-fixed-seat theater, a 50-non-fixed-seat theater, two galleries, offices, a library, classrooms, program space and a media lab, which offers courses in many aspects of the movie and internet industries, including film and sound editing, acting classes, and website design. The Project does not include any changes to the Village or the current uses therein, but the Village would become part of the McCadden Project to allow integrated services and expanded programs to be provided to the LGBT community.

The project includes three buildings: a six-story senior housing building with 100 affordable housing units for seniors; a five-story youth housing building with up to 35 affordable housing units for young people, ages 18–24; and a one- to four-story LGBT facility with approximately 69,250 square feet of floor area, including a 7,085-square-foot senior center, a 15,465-square-foot youth center, approximately 17,040 square feet of administrative offices, approximately 5,215 square feet of accessory recreational space, a 4,520-square-foot kitchen/ service area, approximately 18,040 square feet of dwelling space with 55 transitional living and emergency guest rooms with a capacity for 100 beds (including 60 transitional living beds and 40 emergency overnight beds), and 1,885 square feet of retail, all of which would primarily serve project residents, employees, clients, and guests. The proposed youth housing building would be developed on the West Site, immediately south of the existing Village, and the other two buildings would be developed on the East Site.

The project also includes approximately 350 parking spaces that would be provided in a two-level subterranean parking garage on the East Site. The proposed uses and the existing Village would be integrated and connected by several landscaped courtyards, garden areas, and landscaped pathways. In addition, a minimum of 13,625 square feet of open space for the senior and youth housing would be provided in accordance with the requirements of the Los Angeles Municipal Code (LAMC).

Overall, the project includes the removal of approximately 28,600 square feet of existing improvements and the construction of approximately 185,560 square feet of new improvements, resulting in a net increase of 156,960 square feet of net new floor area on the project site. With the inclusion of the existing Village floor area (approximately 30,708 square feet), the project site would include approximately 216,268 square feet of floor area following the completion of the project.

1. Project Design

The proposed affordable senior housing, youth housing, and LGBT facility would be provided in three buildings. The six-story senior housing building would be located on the East Site and would extend primarily along the East Site's northern and eastern boundaries. The building height of the senior housing building would be approximately 75 feet and would be set back approximately 14.4 feet from the northern property line and nine feet from the southern and eastern property lines. The senior housing building would include 100 affordable housing units for seniors.

The five-story affordable youth housing building would be located on the West Site, just south of the existing Village. The youth housing building would have an approximate height of 60 feet, and would be constructed up to the property line along N. McCadden Place to align with the existing Village, with setbacks of approximately three feet from the southern property line and approximately 19 feet from the western property line. The youth housing building would include up to 35 affordable housing units for young people, ages 18–24.

The one- to four-story LGBT facility would be located on the East Site, south and west of the senior housing building, along N. McCadden Place and Santa Monica Boulevard. The LGBT facility would range in height from one- to three-stories along N. McCadden Place and from one- to four-stories along Santa Monica Boulevard. The LGBT facility would include transitional living and emergency guest rooms, senior and youth centers, administrative offices, media classrooms and accessory recreational space, and retail along Santa Monica Boulevard that would primarily serve project residents, employees, clients, and guests. The LGBT facility would range in height from approximately 20 feet to approximately 56 feet and would be set back approximately nine feet from the eastern property line along N. Las Palmas Avenue, approximately six feet from the northern property line, zero feet to approximately five feet from the western property line along N. McCadden Place, and approximately zero feet to four feet from the southern property line along Santa Monica Boulevard. The roof area of the accessory recreational space in the LGBT facility would be used occasionally for meetings and events.

The proposed buildings on the East Site would be integrated and include several courtyards that would include seating and landscaping. In addition, the East Site and the West Site would each feature a courtyard/plaza adjacent to N. McCadden Place (i.e., the existing courtyard in the Village and the proposed plaza adjacent to the LGBT facility) that would symbiotically link the two sides of the McCadden Project and form a central plaza that would serve as the gathering space for the campus. The parking would be located in a subterranean parking garage under the East Site to allow for an open and pedestrian friendly campus.

Upon its completion, the project would include a total of 216,268 square feet of floor area (including the existing 30,708-square-foot Village) and a corresponding FAR of approximately

1.86:1.[3] The FAR for the new construction would be approximately 2.15:1.[4]

Overall, the project would feature a contemporary architectural style and would be designed to create a visually unified site with new buildings designed to complement the existing Village and respond to the low- to mid-scale character of the surrounding area. The proposed buildings would include building fenestration, a variety of surface materials, and a stepped-back design to create horizontal and vertical articulation, provide visual interest, and maintain the existing urban scale to enhance the pedestrian nature of the campus. Building materials would include finished concrete, stucco, translucent wall panels and glass.

2. Proposed Operations

Upon completion of the project, the LGBT Center would relocate its headquarters to the project Site from its current location on Schrader Boulevard in Hollywood, which would allow the LGBT Center to expand the services it currently provides at the Schrader Boulevard facility as a Federally Qualified Health Center. The LGBT Center would provide services and housing for at-risk seniors and young people in the new LGBT facility. This would include a number of services targeted at younger clients, including case management, counseling, mentoring and educational activities (including a GED preparation program and post-secondary educational opportunities) through the youth academy, employment training and placement, and legal services. The project also includes safe spaces for relaxation and a dining area reserved for younger clients. In addition, the project would expand the LGBT Center's current emergency bed and transitional living programs, offering accommodation to homeless young people for periods ranging from one to 90 days with respect to emergency overnight beds and up to 18 months with respect to transitional living beds.

Case management services for seniors would also be provided in the senior center, along with educational activities, employment training and legal services. Additional senior services would include a variety of lifestyle classes, with programs in dance, yoga, fitness and culinary arts, as well as language courses, computer training, and music classes. The project would also include a dining area for the exclusive use of senior clients.

In addition, the residents of the senior housing and youth housing would have access to the facilities available and services offered as part of the McCadden Project, including those provided at the Village on the West Site. The existing media lab at the Village would be expanded and relocated to the LGBT facility on the East Site.

The administrative offices in the LGBT facility would provide office space for LGBT Center staff. The accessory recreational space in the LGBT facility would include the main lobby and an information booth for the project. The accessory recreational space would be the focal point for the LGBT Center's activities, blending interior and exterior spaces to provide a backdrop for meetings, classes and events. The LGBT facility would also include street-level spaces along Santa Monica Boulevard that would provide retail goods and/or services primarily for project residents, employees, clients, and guests.

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3 *The FAR was determined by dividing the area of the existing Village and the proposed improvements (approximately 216,268 square feet) by the area of the project site (approximately 116,329 square feet).*

4 *The FAR was determined by dividing the area of the proposed improvements (approximately 185,560 square feet) by the area of the portion of the project site on which the proposed improvements would be developed (approximately 86,291 square feet).*

The LGBT Center would continue to host the types of outdoor events and activities that already occur in the Village courtyard. Upon completion of the project, many of these events and activities would jointly occur in the Village courtyard and the proposed courtyard on the East Site adjacent to N. McCadden Place. For these events, the LGBT Center would obtain approval for the temporary closure of the segment of N. McCadden Place between the two courtyards to create a temporary, unified event/activity space. It is anticipated that these events and activities would continue to occur on a regular basis in one or both of the courtyards, with attendance normally ranging between 50 to 200 people and an occasional event which would exceed that range. It is anticipated that up to one event per week could require the temporary closure of the N. McCadden Place segment.

3. Access, Circulation, and Parking

Vehicular access to the proposed subterranean parking garage would be provided by two driveways, one along N. McCadden Place and the other along Las Palmas Avenue, the latter of which would only be accessible by senior residents. Pedestrian access to the project site would be provided along Santa Monica Boulevard, N. McCadden Place and Las Palmas Avenue.

In order to enhance the safety and aesthetic of the pedestrian environment between the East Site and the West Site and facilitate the joint use of the existing Village courtyard and the proposed new courtyard adjacent to N. McCadden Place on the East Site for events/activities, the project includes narrowing portions of N. McCadden Place between Santa Monica Boulevard and Lexington Avenue. Specifically, the roadway segment of N. McCadden Place between the East Site and the West Site would be narrowed from 34 feet to 24 feet (five feet on both sides of the centerline) and a segment adjacent to the southern portion of the East Site would be narrowed from 34 feet to 29 feet (five feet on the east side of the centerline). In addition, a raised speed table with a crosswalk would be added on N. McCadden Place between the existing Village courtyard and the proposed plaza on the East Site. In order to narrow the existing roadway segments on N. McCadden Place, the removal of 17 of the existing metered parking spaces along N. McCadden Place would be required. These spaces are currently used almost exclusively by clients and guests of the Village.

The subterranean parking garage under the East Site includes approximately 350 parking spaces. The parking garage would extend to a depth of approximately 30 feet below the existing ground surface. As part of the project, the required 38 parking spaces for the existing Village, which are currently located in the surface parking lot on the West Site where the proposed youth housing building would be developed, would be relocated to the proposed subterranean parking garage. The parking garage would provide parking for residents, clients, visitors, and LGBT Center staff with respect to both the Village and the new development, and the parking garage includes more parking spaces than required under the LAMC, in part to compensate for the removal of 17 of the existing parking spaces along N. McCadden Place.

The project also includes 227 bicycle parking spaces in connection with the new construction, including 25 spaces for short-term bicycle parking and 202 spaces for long-term bicycle parking, in accordance with LAMC requirements.

4. Landscaping and Open Space

The existing and proposed buildings and interior spaces would be connected physically and visually by a series of plazas, courtyards and gardens. Specifically, as part of the senior housing and LGBT facility buildings, the project includes landscaped courtyards that feature gardens, lounge areas and residential amenities, including the outdoor landscaped plaza along the east

side of N. McCadden Place with gardens, activity space and seating areas. The project also includes a minimum of approximately 13,625 square feet of open space for the senior and youth housing (with a minimum of approximately 10,125 square feet associated with the senior housing and 3,500 square feet relating to the youth housing) in accordance with LAMC requirements.

5. Lighting and Signage

The project would introduce new sources of artificial lighting, including: low-level interior lighting visible through the windows of the residential units, administrative and activity spaces, ground-floor lobbies, and the retail space along Santa Monica Boulevard; low-level accent lighting on buildings to highlight architectural features and signage; lighting associated with the outdoor plaza and accessory recreational space; low-level lighting on the roof deck at the top of the accessory recreational space and the roof deck at the top of the portion of the LGBT facility that houses the administrative offices and retail space; and low-level security, wayfinding lighting and landscape lighting throughout the project site. The vertical surface of the accessory recreational space in the LGBT facility would be lit internally to emit a soft glow during nighttime hours.

The proposed lighting sources would be similar to other lighting sources in the vicinity of the project site and would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity during the day and night.

In any event, all exterior lighting would be shielded or directed toward the areas to be lit to limit light spillover onto offsite uses, and would meet all applicable LAMC lighting standards. As required by the LAMC, no exterior light sources and building materials associated with the project would cause more than two foot-candles of lighting intensity or generate direct glare onto: (1) exterior glazed windows or glass doors on any property containing residential units; (2) an elevated habitable porch, deck, or balcony on any property containing residential units; or (3) any ground surface intended for uses such as recreation, barbecue or lawn areas, or any other property containing a residential unit or units. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.

Project signage would include identity signage and directional/wayfinding signs. In general, new signage would be architecturally integrated into the design of the buildings and would establish appropriate identification for the residential, administrative, institutional, and commercial uses. Project signage would be illuminated by means of low-level external lighting, internal halo lighting, or ambient light. Exterior lights would be directed onto signs to minimize offsite glare. The project would not include electronic signage or signs with flashing, mechanical, or strobe lights. In accordance with the LAMC, illumination used for project signage would be limited to a light intensity of 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

6. Sustainability Features

The project has been designed and would be constructed to incorporate environmentally sustainable design features required by the Los Angeles Green Building Code, and the sustainability intent of the U.S. Green Building Council's Leadership in Energy Efficiency and Design (LEED) green building program, using both LEED-H v2010 and LEED-NC v2009 rating systems, to achieve LEED Silver certification equivalency. LEED standards would be incorporated to reduce energy and water usage and waste, and thereby reduce associated

greenhouse gas emissions. The project would incorporate, but not be limited to, the following features to support and promote environmental sustainability: Energy Star appliances; reduced indoor water use by at least 20 percent; plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) that comply with the performance requirements specified in the Green Building Code; weather-based irrigation system; and water-efficient landscaping.

7. Project Construction and Scheduling

Project construction is anticipated to commence in 2016 and end in 2019. The construction of the project would commence with removal of the existing building and surface parking areas, followed by grading and excavation for the subterranean parking garage. Building foundations would then be constructed, followed by building construction, paving/concrete installation, and landscape installation. It is estimated that approximately 69,250 cubic yards of soil would be hauled from the project site during the excavation phase. The haul route from the project site is anticipated to be easterly along Santa Monica Boulevard to the US 101 Freeway.

8. Necessary Approvals

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

- Pursuant to Charter Section 555 and LAMC Sections 11.5.6 and 12.32, a General Plan Amendment to change the land use designation for the project site in the Hollywood Community Plan from Limited Manufacturing to General Commercial.

- Pursuant to Charter Section 558 and LAMC Section 12.32, a Vesting Zone Change to change the zoning designation for the project Site from [Q]M1 to C2.

- Pursuant to Charter Section 558 and LAMC Section 12.32, a Height District change to change the Height District for the project site from Height District 1VL to Height District 2D. The proposed "D" limitation would permit a maximum FAR of 3:1 for the entire project site, in lieu of the maximum FAR of 6:1 otherwise permitted in Height District 2.

- Pursuant to LAMC Section 16.05, Site Plan Review.

- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map.

- Pursuant to LAMC Section 12.22.A.25, a Density Bonus to allow: (1) the use of Parking Option 2; (2) an On-Menu incentive to average the floor area ratio, density, parking, and open space; and (3) off-menu incentives to allow: (a) a 3-foot, side-yard setback on the south side of the proposed youth housing building in lieu of the required 8-foot, side-yard setback required in the C2 zone and (b) 40 emergency overnight beds in lieu of the maximum of 30 emergency overnight beds permitted in the C2 zone.

- Ordinance to: (1) modify the street designation standards for a segment of N. McCadden Place that bisects the project site from a 36-foot roadway and 60-foot right-of-way to a 24-foot roadway and 50-foot right-of-way; (2) modify the street designation standards for the easterly half of a segment of N. McCadden Place adjacent to the East Site from an 18-foot, half-width roadway and 30-foot, half-width right-of-way to a 12-foot, half-width roadway and a 25-foot, half-width right-of-way; and (3) waive the

dedication for a 15-foot by 15-foot cut corner or 20-foot curved corner radius at the northeast corner of Santa Monica Boulevard and N. McCadden Place.

- A haul route permit.
- Other discretionary and ministerial permits and approvals that will or may be required, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

V. Impacts Determined in the Initial Study to have No Impact or a Less Than Significant Impact

An Initial Study was completed for the project in October 2015. On the basis of the Initial Study, the Department of City Planning determined that no further analysis was required for the environmental subject areas presented below for the reasons set forth below and in the Initial Study. On the basis of the Initial Study, the City has determined that there is no substantial evidence that the project will result in any potentially significant impacts in the environmental subject areas presented below and no mitigation is required. The Initial Study prepared for the project is included in Appendix A to the Draft EIR.

A. Environmental Categories the Initial Study Determined had No Impacts

1. Aesthetics—Damage to Scenic Resources Within a Scenic Highway

The project site is not located along a City-designated scenic highway. Notwithstanding, the project site does not include any scenic resources. Therefore, the project will not result in any impact on scenic resources within a City-designated scenic highway. This impact will also be clearly insignificant and unlikely to occur.

2. Agricultural and Forest Resources

The project site is located in an urbanized area of the City and is currently improved with the Village and surface parking on the West Site and an office building and surface parking on the East Site. No agricultural uses or operations occur onsite or in the vicinity of the project site. In addition, the project site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency Department of Conservation. The project site is also not zoned for agricultural use and no agricultural zoning is present in the surrounding area. Furthermore, the project site and surrounding area are not enrolled under a Williamson Act Contract. Additionally, the project site does not include any forest or timberland, is not zoned for forest land, and is not used as forest land. As such, the project will not convert farmland to a non-agricultural use; will not conflict with any zoning for agricultural uses or a Williamson Act Contract; will not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined in the applicable sections of the Public Resources Code; will not result in the loss or conversion of forest land; and will not result in the conversion of farmland to non-agricultural use. Therefore, no impacts to agricultural and forest resources will occur. This impact will also be clearly insignificant and unlikely to occur.

3. Biological Resources

a. Riparian Habitat or Other Sensitive Natural Community

No riparian or other sensitive natural community exists on the project site or in the immediate surrounding area. Therefore, the project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impact to riparian habitat or other sensitive natural community will occur. This impact will also be clearly insignificant and unlikely to occur.

b. Water Bodies or Federally Protected Wetlands

No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the project site or in the immediate vicinity of the project site. As such, the project will not have an adverse effect on federally protected wetlands. No impact to federally protected wetlands will occur. This impact will also be clearly insignificant and unlikely to occur.

c. Adopted Habitat Conservation Plans

The project site does not support any habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the project site. Thus, the project will not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans. No impact regarding the project's compliance with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans will occur. This impact will also be clearly insignificant and unlikely to occur.

4. Cultural Resources—Historical Resources

The project site includes the Village on the West Site and an office building on the East Site. The existing office building, which was built in approximately 1952, would be removed as part of the project. Given its undistinguished design and its lack of association with any important event or activity, the existing office building is not considered an historical resource. In addition, a records search conducted for the project area by the South Central Coastal Information Center at California State University, Fullerton indicates that there are no historical resources located on the project Site. Therefore, the project will not cause a substantial adverse change in significance of a historical resource. No impact on historical resources will occur. This impact will also be clearly insignificant and unlikely to occur.

5. Geology and Soils

a. Landslides

The project site and surrounding area are fully developed and generally characterized by flat topography. In addition, based on the State of California Seismic Hazards Map, Hollywood Quadrangle, the project site is not located in a landslide area as mapped by the State, nor is the project site mapped as a landslide area by the City. Furthermore, the development of the project does not require substantial alteration to the existing topography. As such, the project site will not be susceptible to landslides. No impact from landslides will occur. This impact will also be clearly insignificant and unlikely to occur.

b. Septic Tanks

The project site is located within a community served by existing sewage infrastructure. The project's wastewater demand would be accommodated by connections to the existing wastewater infrastructure. As such, the project will not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the project will have no impact related to the ability of

soils to support septic tanks or alternative wastewater disposal systems. This impact will also be clearly insignificant and unlikely to occur.

6. Hazards and Hazardous Materials

a. Airport Safety Hazards

The project site is not located within two miles of an airport or within an area subject to an airport land use plan. In addition, the project site is not located within two miles of a private airstrip. Therefore, no impact relative to airport safety will occur. This impact will also be clearly insignificant and unlikely to occur.

b. Wildland Fires

There are no wildlands located in the vicinity of the project site. Furthermore, the project site is not located within a City-designated Very High Fire Hazard Severity Zone. Therefore, the project will not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. No impact regarding wildland fires will occur. This impact will also be clearly insignificant and unlikely to occur.

7. Hydrology and Water Quality

a. Housing or Structures within a 100-year Flood Plain

The project site is not located within a 100-year flood plain as mapped by the Federal Emergency Management Agency or by the City. Therefore, the project will not place housing within a 100-year flood plain. In addition, the project will not place structures that would impede or redirect flood flows within a 100-year flood plain. No impact associated with placing housing and structures within a 100-year flood plain will occur. This impact will also be clearly insignificant and unlikely to occur.

b. Inundation by Seiche, Tsunami, or Mudflow

The project site is located approximately 10.6 miles east of the Pacific Ocean, is not mapped by the City as being located within an area potentially affected by a tsunami, and is not positioned downslope from an area of potential mudflow. Therefore, no seiche, tsunami, or mudflow events will be expected to impact the project site. As such, the project will not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow, and no impacts regarding inundation by seiche, tsunami, or mudflow will occur. This impact will also be clearly insignificant and unlikely to occur.

8. Land Use and Planning—Conflict with Habitat Conservation Plans

The project site is located in an urbanized area of the City and is currently improved with the Village and surface parking on the West Site and an office building and surface parking on the East Site. Ornamental trees and limited ornamental landscaping exist on portions of the project site. The project site does not support any habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan applies to the project site. Therefore, the project will not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan. No impact will occur. This impact will also be clearly insignificant and unlikely to occur.

9. Mineral Resources

No mineral extraction operations currently occur on the project site. In addition, the project site is located within an urbanized area and has been previously disturbed by development. As such, the potential for mineral resources to occur onsite is low. Furthermore, the project site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, or within a mineral producing area as classified by the California Geologic Survey. The project site is also not located within a City-designated oil field or oil drilling area. Therefore, the project will not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impact will occur. This impact will also be clearly insignificant and unlikely to occur.

10. Noise—Airport Noise

The project site is not located within two miles of an airport, within an area subject to an airport land use plan, or in the vicinity of a private airstrip. Therefore, no impacts will occur with regard to airport noise. This impact will also be clearly insignificant and unlikely to occur.

11. Population and Housing—Displace Existing Housing or Persons

As no housing currently exists on the project site, the project will not displace any existing housing or cause the displacement of any persons which could require the construction of housing elsewhere. As such, no impacts regarding the displacement of housing or people will occur. This impact will also be clearly insignificant and unlikely to occur.

12. Recreation—Include or Require the Expansion of Recreational Facilities

The project would not include the development of recreational facilities or require the expansion of recreational facilities. Therefore, no impact will occur. This impact will also be clearly insignificant and unlikely to occur.

13. Transportation/Circulation

a. Air Traffic Patterns

The project Site is not located within the vicinity of any private or public airport or planning boundary of any airport land use plan. In addition, the project's maximum height of 75 feet would not create increased levels of risk with respect to air traffic. Therefore, no impact will occur. This impact will also be clearly insignificant and unlikely to occur.

b. Hazardous Design Feature or Incompatible Use

The project's design does not include hazardous features. The roadways adjacent to the project site are part of the urban roadway network and contain no sharp curves or dangerous intersections, and the development of the project would not result in roadway improvements such that safety hazards would be introduced adjacent to the project site. In addition, the proposed uses would be consistent with the surrounding uses. Therefore, no impact will occur. This impact will also be clearly insignificant and unlikely to occur.

B. Environmental Categories the Initial Study Determined to have a Less Than Significant Impact

1. Air Quality—Create Objectionable Odors

No objectionable odors are anticipated as a result of either construction or operation of the project. Specifically, construction of the project would involve the use of conventional building materials typical of construction projects of similar type and size. Any odors that may be generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402. With respect to project operation, according to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project would not involve these types of uses. In addition, onsite trash receptacles would be contained, located, and maintained in a manner that promotes odor control, and would not result in substantially adverse odor impacts. Therefore, the potential odor impact during construction and operation of the project will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

2. Biological Resources

a. Candidate, Sensitive, or Special Status Species

The project site is located in an urbanized area of the City and is currently improved with the Village and surface parking on the West Site and an office building and surface parking on the East Site. Ornamental trees and landscaping exist on portions of the project site. Due to the improved nature of the project site and the surrounding uses, species likely to occur onsite are limited to small terrestrial and avian species typically found in developed settings. Therefore, the project will not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The impact regarding habitat modification will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

b. Wildlife Movement

There are no established native resident or migratory wildlife corridors on the project site or in the vicinity of the project site. Accordingly, development of the project will not significantly impact any regional wildlife corridors or native wildlife nursery sites. Furthermore, no water bodies that could serve as habitat for fish exist on the project site or in the vicinity of the project site. Although unlikely, the existing onsite trees that would be removed as part of the project could potentially provide nesting sites for migratory birds. The project will comply with the Migratory Bird Treaty Act, which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds would not occur. With compliance with the Migratory Bird Treaty Act, the impact to wildlife movement will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

c. Local Policies or Ordinances Protecting Biological Resources

The project site includes approximately 45 ornamental trees. Of those trees, 17 of them would be removed as part of the project. The trees to be removed include fern pine, maidenhair, brush cherry, Mexican fan palm, evergreen ash, and Brazilian pepper trees that range in size from 6 inches to 43 inches in diameter at breast height. The remaining 28 trees associated with the Village would be retained and would be protected during project construction. None of the onsite

tree species are protected under the Tree Regulations. Therefore, the project will not conflict with any local policies or ordinances protecting biological resources. The impact regarding the project's compliance with local policies or ordinances protecting biological resources will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

3. Cultural Resources

a. Archaeological Resources

The project site is located within an urbanized area of the City of Los Angeles and has been subject to grading and development in the past. Therefore, surficial archaeological resources that may have existed at one time have likely been previously disturbed. Furthermore, the records search conducted for the project site by the South Central Coastal Information Center indicates that there are no known archaeological resources on the project site or within a 0.5-mile radius of the project site. However, grading for the proposed subterranean parking garage would require excavations of up to 35 feet below the existing ground surface. As such, there is a possibility that archeological artifacts that were not recovered during prior construction or other human activity may be present. However, in the event any archaeological materials are unexpectedly encountered during construction, work in the area will cease and deposits will be required to comply with the regulatory standards set forth in Section 21083.2 of the California Public Resources Code and Section 15064.5(c) of the CEQA Guidelines, including a determination of whether any such potential unique archaeological resource would be preserved in place or left in an undisturbed state. Compliance with the regulatory standards in Section 21083.2 and Section 15064.5(c) will ensure the appropriate treatment of any potential unique archaeological resources unexpectedly encountered during grading and excavation activities. Therefore, with compliance with applicable regulatory standards, the project will not cause a substantial adverse change in significance of an archaeological resource. The project's impact on archaeological resources will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

b. Paleontological Resources or Unique Geologic Feature

Based on the records search conducted by the Natural History Museum, there are no fossil localities that lie directly within the boundaries of the project site. While the project site has been subject to grading and development in the past, grading for the subterranean parking garage would require excavation at depths up to 35 feet below the existing ground surface. According to the records search by the Natural History Museum, shallow excavations in the older Quaternary Alluvium exposed throughout the project site are unlikely to uncover significant vertebrate fossil. Therefore, the project will not directly or indirectly destroy a unique paleontological resource. The project 's impact on paleontological resources will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

The project site does not include any known unique geologic features and no unique geologic features are anticipated to be encountered during project construction. Therefore, the project will not directly or indirectly destroy a unique geologic feature. The impact associated with unique geologic features will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

c. Human Remains

Although no human remains are known to have been found on the project site, there is the possibility that unknown resources could be encountered during project construction, particularly during ground-disturbing activities such as excavation and grading. While the uncovering of human remains is not anticipated, if human remains are discovered during construction, such resources will be treated in accordance with State law, including Section 15064.5(e) of the CEQA

Guidelines, Section 5097.98 of the California Public Resources Code and Section 7050.5 of the California Health and Safety Code. Specifically, if human remains are encountered, work on the portion of the project site where remains have been uncovered will be suspended and the City of Los Angeles Public Works Department and the County Coroner will be immediately notified. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission will be notified within 24 hours, and the guidelines of the Native American Heritage Commission will be adhered to in the treatment and disposition of the remains. Therefore, due to the low potential that any human remains are located on the project site, and because compliance with the regulatory standards described above will ensure appropriate treatment of any potential human remains unexpectedly encountered during grading and excavation activities, the project's impact on human remains will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

4. Geology and Soils—Soil Erosion or Loss of Topsoil

Development of the project would require grading, excavation, and other construction activities that have the potential to disturb existing soils and expose soils to rainfall and wind, thereby potentially resulting in soil erosion. However, construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the City pursuant to grading permit regulations. Specifically, project construction would comply with the Los Angeles Building Code, which requires permits, plans, plan checks, and inspections to ensure that the project would reduce the sedimentation and erosion effects. In addition, the project would require an erosion control plan approved by the Los Angeles Department of Building and Safety, as well as a Storm Water Pollution Prevention Plan pursuant to National Pollutant Discharge Elimination System permit requirements. As part of the Storm Water Pollution Prevention Plan, Best Management Practices would be implemented during construction to reduce sedimentation and erosion levels to the maximum extent possible. In addition, project construction contractors would be required to comply with City grading permit regulations, which require necessary measures, plans, and inspections to reduce sedimentation and erosion. With compliance with regulatory requirements that include the implementation of Best Management Practices, the project's impact with respect to soil erosion or the loss of topsoil will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

5. Hazards and Hazardous Materials

a. Routine Transport, Use, or Disposal of Hazardous Materials

The types and amounts of hazardous materials that would be used for the project would be typical of those used for residential, community, office, and retail uses. Specifically, operation of the office and retail uses would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. The proposed residential and commercial uses would involve the limited use of household cleaning solvents and pesticides for landscaping. 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 used, stored, and disposed of in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Any associated risk will be reduced to a less than significant level through compliance with these standards and regulations. Therefore, the project's impact related to the transport, use, or disposal of hazardous materials will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

b. Release of Hazardous Materials

The Phase I Environmental Site Assessment (ESA) prepared for the project did not identify any evidence of past use, treatment, storage, disposal, or generation of hazardous substances on the project; significant hazardous substance use on the project site; aboveground or underground storage tanks, clarifiers, sumps, or grease interceptors; and no evidence of spills, staining or odors associated with hazardous materials. In addition, the project site is not located within a Methane Zone or Methane Buffer Zone identified by the City. The Phase I ESA indicated that an asbestos sampling report conducted in 2006 revealed the presence of asbestos containing materials (ACMs) in mastic, window putty, and roofing materials related to the existing office building on the East Site. Furthermore, given the age of the existing office building, there is a potential for lead-based paint (LBP). The Phase I ESA also indicated that fluorescent light fixtures were observed within the existing office building, which could contain polychlorinated biphenyls (PCBs). As a result, demolition of the existing office building would have the potential to release ACMs, LBP, and PCBs into the atmosphere if not properly stabilized or removed prior to demolition activities. However, during construction, all asbestos-, lead-, and PCB-containing materials would be removed in accordance with applicable regulatory requirements. Specifically, in accordance with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities, prior to demolition activities associated with the project, the project applicant would conduct surveys of the existing office building to verify the presence of ACMs and conduct remediation or abatement before any disturbance occurs.

In addition, Cal-OSHA has established limits of exposure to lead contained in dusts and fumes through California Code of Regulations, Title 8, Section 1532.1, which provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead, particularly since demolition workers are at greatest risk of adverse health exposure. Lead-contaminated debris and other wastes must also be managed and disposed of in accordance with applicable provisions of the California Health and Safety Code. Furthermore, any materials found to contain PCBs must be removed and disposed in accordance with all applicable local, State and federal regulations including, but not limited to California Code of Regulations, Title 22, and EPA 40 CFR. Compliance with these regulatory requirements would minimize risks associated with the presence of ACMs, LBPs, and PCBs.

Additionally, as detailed in the Phase II ESA, the soil gas sampling indicated no evidence of an onsite release of polychloroethylene. In addition, a preliminary vapor intrusion analysis indicated an acceptable level of risk for both residential and commercial development. Furthermore, soil samples evaluated for concentrations of volatile organic compounds, petroleum hydrocarbons, metals, and heavy metals, determined that the soil samples did not exceed levels deemed hazardous. Also, as discussed above, the types and amounts of hazardous materials that would be used in connection with the project would be typical of those used for residential, community, office, and retail uses. As such, the project will not create a significant hazard to the public or the environment resulting from the release of a hazardous material into the environment. Therefore, the impact will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

c. Hazardous Emissions or Hazardous Materials within One-Quarter Mile of a School

The project site is located within 0.25 mile of Hollywood Schoolhouse located at 1233 N. McCadden Place. However, as discussed above, the types and amounts of hazardous materials that would be used in connection with the project would be typical of those used for residential, community, office, and retail uses. In addition, potentially hazardous materials used during construction would be used, stored, and disposed of in accordance with manufacturers'

instructions and in compliance with applicable federal, State, and local regulations. Therefore, with proper handling and storage, the impact with regard to the release of hazardous materials within 0.25 mile of a school will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

d. Site Located on a List of Hazardous Materials Sites

The Phase I ESA prepared for the project included the results of consultation with local agency representatives and a review of available federal, State, and local records. In addition, a computerized government environmental records search was conducted as part of the Phase I ESA. The records search included government databases for registered underground storage tanks, operators who are hazardous waste generators, former landfills, and sites with a known hazardous materials release. Based on this search, the project site was listed on the HAZNET database as a generator of paint waste in 1995. However, paint waste is currently not generated on the project site and no evidence of the past use, treatment, storage, disposal, or generation of hazardous substances was observed onsite. The project site was not identified on the EnviroStor database or any of the other databases that report releases or spills of hazardous materials, including the Cortese, Leaking Underground Storage Tank, National Priority List, or the Comprehensive Environmental Response, Compensation, and Liability Information System listings. Therefore, while the project site is included on one list of hazardous materials sites, it will not create a significant hazard to the public or environment. The impact will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

e. Impair Implementation or Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

According to the Safety Element of the City of Los Angeles General Plan, the project site is located along the Santa Monica Boulevard designated disaster route. In addition, Highland Avenue, located approximately 0.06 mile east of the project, is also a designated disaster route. While it is expected that the majority of construction activities for the project would be confined to the project site, limited offsite construction activities may occur in adjacent street rights-of-way, including along Santa Monica Boulevard, during certain periods of the day, which could potentially require temporary lane closures. However, in the event temporary lane closures are necessary, such closures would be limited in duration and both directions of travel on area roadways would be maintained in accordance with applicable City regulations to minimize any potential interference with the use of Santa Monica Boulevard as a designated disaster route. In addition, while the project would include adequate emergency access in compliance with Los Angeles Fire Department (LAFD) emergency access requirements, the project would generate traffic in the project vicinity. In any event, the project does not include improvements along Santa Monica Boulevard or Highland Avenue that would alter the existing lane configurations of these streets, nor would the project require the installation of any barriers that would impede emergency response within and in the vicinity of the project site. Therefore, the project will not cause an impediment along the City's designated disaster routes or impair implementation of the City's emergency response plan. The impact will be less than significant impact. This impact will also be clearly insignificant and unlikely to occur.

6. Hydrology and Water Quality

a. Violate Water Quality Standards or Waste Discharge Requirements or Otherwise Degrade Water Quality

During project construction, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, onsite watering activities to reduce airborne dust could contribute to pollutant loading

in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. Dewatering activities, if required, could also contribute to pollutant loading in stormwater runoff. Therefore, project-related construction activities could potentially result in adverse effects on water quality. However, the project would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit (Order No. 99-08-DWQ). In accordance with the requirements of the permit, a Stormwater Pollution Prevention Plan would be developed and implemented during project construction. The Stormwater Pollution Prevention Plan would set forth Best Management Practices to minimize the discharge of pollutants in storm water runoff. In addition, project construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the LAMC) to reduce the effects of sedimentation and erosion. During operation, the project would introduce sources of potential stormwater pollution that are typical of residential, community, office, and retail uses. Stormwater runoff from precipitation events could potentially carry urban pollutants into municipal storm drains. However, in accordance with NPDES Municipal Permit requirements, the project would be required to implement Standard Urban Stormwater Mitigation Plan requirements during the operational life of the project to reduce the discharge of polluted runoff from the project site. The project would also be required to comply with the City's Low Impact Development Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. As the project site currently does not have Best Management Practices for the treatment of stormwater runoff from the existing impervious surfaces, the implementation of the project's Best Management Practices would result in an improvement in surface water quality runoff from the project site. With compliance with existing regulatory requirements, the project will not violate any water quality standards or waste discharge requirements during construction or operation of the project. The impact will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

b. Deplete Groundwater Supplies or Interfere with Groundwater Recharge

Based on boring explorations conducted at the project site, groundwater was encountered at approximately 33 feet below surface. In addition, according to the California Geological Survey, the historic high groundwater level beneath the project site is approximately 20 feet below the existing ground surface. Grading for the project would require excavations up to approximately 35 feet below the existing ground surface. In the event groundwater is encountered during construction of the project, temporary dewatering or other withdrawals of groundwater could be required within the project site. In the event dewatering is required during project construction, the temporary dewatering system would be installed and operated in accordance with General NPDES Permit requirements. Any discharge of groundwater during construction of the project would occur pursuant to, and comply with, the applicable NPDES permit or industrial user sewer discharge permit requirements. Due to the varying groundwater elevations within the project site, it is not anticipated that continuous groundwater would be encountered. Rather, it is expected that if groundwater was found during project construction, it would consist of finite zones of perched groundwater, and any removal of groundwater, should it be required, would only occur until the waterproofing is installed up to the groundwater table level. Therefore, if dewatering is required, operation of the temporary dewatering system would have a minimal effect on local groundwater recharge in the vicinity of the project site. With regard to groundwater recharge during project operation, the percolation of precipitation that falls on pervious surfaces is variable, depending on the soil type, condition of the soil, vegetative cover, and other factors. Approximately 95 percent of the project site currently consists of impervious surface area. Therefore, the degree to which surface water infiltration and groundwater recharge occurs onsite is negligible. With implementation of the project, the amount of impervious surfaces would

continue to be approximately 95 percent of the project site. As such, operation of the project would not alter the existing limited groundwater recharge that occurs within the project site. Furthermore, in accordance with the City's LID Ordinance, the project would include Best Management Practices to collect and detain stormwater. Therefore, the project will not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in the aquifer volume or lowering of the local groundwater table. Impacts on groundwater will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

c. Alter the Existing Drainage Pattern or Create or Contribute Runoff Water which would Exceed the Capacity of Stormwater Drainage System

The project site is not crossed by any water courses or rivers. Construction activities associated with the project have the potential to temporarily alter existing drainage patterns and flows on the project site by exposing the underlying soils, modifying flow direction, and making the project site temporarily more permeable. However, the project includes the implementation of a Storm Water Pollution Prevention Plan that specifies Best Management Practices and erosion control measures to be used during construction to manage runoff flows so that runoff would not impact offsite drainage facilities and receiving waters. In addition, the project would be required to comply with all applicable City grading permit regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion. With the implementation of the project, drainage from the project site would be conveyed similar to, or better than, the existing condition. In addition, as the amount of impervious surfaces on the project site would continue to be approximately 95 percent, the project would not increase the percentage of impervious surface area on the project site. Therefore, stormwater flows from the project site would not increase with implementation of the project and, as such, the project would not affect the capacity of the existing stormwater infrastructure during a 50-year storm event. Through compliance with all applicable NPDES requirements as well as compliance with applicable City grading regulations, the project will not substantially alter the existing drainage pattern of the project site or surrounding area such that substantial erosion, siltation, or onsite or offsite flooding would occur. Therefore, the impact will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

d. Flooding as a Result of the Failure of a Levee or Dam

While the project site is not located within a designated 100-year flood plain or within a flood control basin, the project site is located within the potential inundation area for the Hollywood Reservoir, which is held by the Mulholland Dam. The Mulholland Dam, as well as others in California, are continually monitored by various governmental agencies to guard against the threat of dam failure. Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum considered earthquake for the site. Pursuant to these regulations, the Mulholland Dam is regularly inspected and meets current safety regulations. In addition, the City of Los Angeles Department of Water and Power (LADWP) has emergency response plans to address any potential impacts to its dams. Given the distance of the Mulholland Dam to the project site, the oversight by the Division of Safety of Dams, including regular inspections, and LADWP's emergency response program, impacts related to flooding at the project site as a result of the failure of a levee or dam will be less than significant. This impact would also be clearly insignificant and unlikely to occur.

7. Land Use and Planning—Physically Divide an Established Community

The project site is located in a highly urbanized area characterized primarily by low- to mid-rise buildings that are occupied by a variety of land uses, including commercial/retail, residential, and entertainment-related uses. There is no concentration of residential buildings in close proximity to the project site and no existing residential use on the project site. Against this background, the project will not divide an established community. There is no existing residential use on the project site or a residential area that will be physically separated or otherwise disrupted by the project site. Moreover, the proposed uses will be compatible with the variety of existing land uses and low- to mid-rise buildings in the surrounding area. Therefore, the project will not physically divide, disrupt, or isolate an established community, and the impact will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

8. Population and Housing—Induce Population Growth

The project includes affordable housing units for seniors and young people (ages 18–24). In addition, the project includes guest rooms with up to 100 beds for young people (ages 18–24) for emergency overnight stays and short-term transitional living. As such, the project would induce some population growth on the project site. The estimated new residential population within the project site would represent approximately 0.6 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2015 and 2019. Therefore, the new residential population within the project site would be well within SCAG's population projection for the Subregion. Similarly, the project's affordable housing units would represent approximately 0.2 percent of the housing growth forecasted between 2015 and 2019. Therefore, the project's housing units would also be well within SCAG's housing projection for the Subregion. As emphasized in many regional and local planning documents, including the General Plan Housing Element, the City is in need of new dwelling units to serve both the current population and the projected population. By providing new affordable housing units and transitional and emergency guest rooms, the project would help to fulfill this demand. With regard to indirect population growth related to employment, based on estimated employment data provided by the project applicant, the project is forecast to require approximately 214 employees. Of these employees, an estimated 190 positions are anticipated to be filled by current Los Angeles LGBT Center employees who already work in other LGBT Center facilities in Hollywood. In addition, of the 190 positions anticipated to be filled by current Los Angeles LGBT Center employees, 40 employees are already onsite in the existing office building on the East Site. Therefore, the employees associated with the project would not induce any material population growth. In addition, it is anticipated that the great majority of the project employees would commute to and from work from their existing homes because most of the project employees already work in other LGBT Center facilities in Hollywood and would not need to relocate. For these reasons, the limited new population, housing, and employment that would be generated by the project will not result in substantial population growth and will also be within SCAG's population and housing projections for the City of Los Angeles Subregion. Therefore, the project will not induce substantial population or housing growth, either directly or indirectly. The impact will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

9. Public Services

a. Schools

The project includes affordable housing units for seniors and young people (ages 18–24). In addition, the project provides guest rooms with up to 100 beds for young people (ages 18–24) for emergency overnight stays from one to 90 days and short-term transitional living for up to 18

months. While the project would include these residential uses, they are not the types of residential uses that would serve school-aged children and generate a corresponding demand for school services in the vicinity of the project site. Therefore, the development of the project would not increase the number of students within the service area of the Los Angeles Unified School District. In addition, educational activities such as GED preparation and post-secondary educational opportunities would be provided as part of the project. Therefore, the project will not result in the need for new or altered school facilities. The impact on schools will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

b. Parks

Parks and recreational facilities in the project vicinity are primarily operated and maintained by the Los Angeles Department of Recreation and Parks. The population increase associated with the project could generate additional demand for parks and recreational facilities in the vicinity of the project site. The project would include a series of gardens and courtyards that would connect the existing and proposed buildings and interior spaces. Specifically, the project would include a series of landscaped courtyards that feature gardens, lounge areas and residential amenities, as well as a large outdoor landscaped plaza along the east side of N. McCadden Place with gardens, activity space and seating areas that would serve the entire campus. In addition, the project would include open space for the senior and youth housing in accordance with LAMC requirements. Due to the amount, variety, and availability of the proposed open space to be provided within the project site, it is anticipated that project residents would often utilize onsite open space to meet their recreational needs. Therefore, while the project's long-term residents would be expected to use offsite public parks and recreational facilities to some degree, there are numerous parks and recreational facilities in the project area and the project would not be expected to cause or accelerate substantial physical deterioration of offsite public parks or recreational facilities. Similarly, the project's proposed community, office and retail uses, which are estimated to require approximately 214 employees, would result in a negligible indirect demand for parks and recreational facilities as the range of full-time and part-time positions would be primarily filled by persons already residing in the vicinity of the workplace, who already generate a demand for parks and recreational facilities in the vicinity of the project site, and who otherwise would commute to work and would not generate any demand for parks and recreational facilities in the project vicinity. Furthermore, the project applicant would be required to pay in lieu fees in accordance with Section 17.12 of the LAMC, the City's parkland dedication ordinance enacted under the Quimby Act. These fees would be used in part to maintain the City's parks and recreational facilities, including those in the project area. For these reasons, the project will not substantially increase the demand for offsite public parks and recreational facilities and will not require the provision of new or physically altered parks and recreation facilities, the construction of which could cause significant environmental impacts. Therefore, the project 's impact on parks and recreational facilities will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

10. Recreation

While the population increase associated with the project could generate additional demand for parks and recreational facilities in the vicinity of the project site, due to the amount, variety, and availability of the proposed open space to be provided within the project site, it is anticipated that project residents would often utilize onsite open space to meet their recreational needs. Therefore, while project residents would be expected to use offsite public parks and recreational facilities to some degree, that use would be spread among the many parks and recreational facilities in the vicinity of the project site and the project would not be expected to cause or accelerate substantial physical deterioration of offsite public parks or recreational facilities.

Similarly, the project's proposed community, office and retail uses, which are estimated to require approximately 214 employees, would result in a negligible indirect demand for parks and recreational facilities as the range of full-time and part-time positions would be primarily filled by persons already residing in the vicinity of the workplace, who already generate a demand for parks and recreational facilities in the vicinity of the project site, and who otherwise would commute to work and would not generate any demand for parks and recreational facilities in the project vicinity. Furthermore, the project applicant would be required to pay in lieu fees in accordance with Section 17.12 of the LAMC, the City's parkland dedication ordinance enacted under the Quimby Act. These fees would be used in part to maintain the City's parks and recreational facilities, including those in the project area. For these reasons, the project will not substantially increase the demand for offsite public parks and recreational facilities, such that substantial physical deterioration of those facilities would occur or be accelerated. The impact on parks and recreational facilities will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

11. Utilities and Service Systems

a. Wastewater Treatment

Wastewater generated during operation of the project would be collected and discharged into the existing sewer line in N. McCadden Place and then conveyed to the Hyperion Treatment Plant (HTP). Incoming wastewater to the HTP initially passes through screens and basins to remove coarse debris and grit. This is followed by primary treatment, which is a physical separation process where solids are allowed to either settle to the bottom of tanks or float on the surface. These solids, called sludge, are collected, treated, and recycled. The portion of water that remains, called primary effluent, is treated through secondary treatment using a natural, biological approach. Living micro-organisms are added to the primary effluent to consume organic pollutants. These micro-organisms are later harvested and removed as sludge. After treatment is completed, the water is dispersed offshore into the Santa Monica Bay. The discharge of effluent from the HTP into Santa Monica Bay is regulated by the HTP's NPDES Permit issued under the Clean Water Act and is required to meet the Regional Water Quality Control Board's requirements for a recreational beneficial use. Accordingly, the HTP's effluent to Santa Monica Bay is continually monitored to ensure that it meets or exceeds prescribed standards. The City's Environmental Monitoring Division also monitors flows into the Santa Monica Bay. The wastewater generated by the project would be typical of residential, community, office, and retail uses. No industrial discharge into the wastewater system would occur. As the HTP is in compliance with the State's wastewater treatment requirements, the project will not exceed the wastewater treatment requirements of the Regional Water Quality Control Board. Therefore, the impact will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

b. Wastewater Treatment Facilities and Capacity

Based on sewage generation factors established by the City, the project would generate approximately 26,345 gallons per day or approximately 0.03 million gallons per day of wastewater. The project's average daily wastewater flow of 0.03 million gallons per day would represent approximately 0.03 percent of the current 88 mgd available capacity of the HTP. Therefore, the project-generated wastewater will be accommodated by the existing capacity of the HTP, and the project will not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. Therefore, the impacts will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

In addition, based on the current approximate flow levels and design capacities in the sewer system and the project's estimated wastewater flow, the City determined that the existing sanitary sewer main in N. McCadden Place will have adequate capacity to accommodate the additional infrastructure demand created by the project. No upgrades to existing sewer mains will be required.

c. Stormwater Drainage Facilities

The project will not increase the percentage of impervious surface area on the project site. Therefore, stormwater flows from the project site would not increase with implementation of the project. In addition, the project would provide appropriate onsite drainage improvements to control runoff. Therefore, the project will not require the construction of new stormwater drainage facilities or expansion of existing facilities. The impact will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

d. Solid Waste

The construction activities associated with the project would generate debris, which would be recycled to the extent feasible. Construction materials would be recycled in accordance with the City of Los Angeles Green Building Code (Ordinance No. 181,480), which requires a minimum construction waste reduction of approximately 50 percent. Since the unclassified landfill in the County does not generally have capacity issues and given that certain Class III landfills are also available to accept construction waste, sufficient capacity will be available to accommodate the project's construction solid waste disposal needs. During operation, the project would generate approximately 6,684 pounds per day of solid waste. The estimated solid waste that would be generated by the project would represents approximately 0.03 percent of the remaining daily disposal capacity of the County's Class III landfills. Therefore, the landfills that serve the project Site will have sufficient permitted capacity to accommodate the solid waste that would be generated by the construction and operation of the project. The impact to solid waste associated with landfill capacity will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

Additionally, the project would be consistent with the applicable regulations associated with solid waste. Specifically, the project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include a recycling area or room of specified size on the project site. The project would also comply with AB 939, AB 341, and City waste diversion goals by providing clearly marked, source sorted receptacles to facilitate recycling. Therefore, since the project would comply with federal, State, and local statutes and regulations related to solid waste, impacts regarding compliance with solid waste policies will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

12. Cumulative Effects

As provided below, the project will not contribute to cumulative impacts for those environmental topics that were demonstrated in the Initial Study to be less than significant or to have no project impact.

With regard to cumulative effects with respect to agricultural and forest resources, biological resources, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, wastewater, and solid waste, the project 's incremental contribution to potential cumulative impacts will not be cumulatively considerable. Specifically, with respect to agricultural and forest resources and mineral resources, the project will have no impact on these

resources, and therefore could not combine with other projects to result in cumulative impacts. With respect to biological resources, hazards and hazardous materials, and hydrology and water quality, these resource areas are generally site-specific and would be evaluated within the context of each individual project. Furthermore, related projects would be required to comply with existing regulatory requirements and the City's building permit review and approval process, which address these subjects. In addition, with regard to hydrology, the project will not increase peak flows during the 25-year and 50-year storm events. Therefore, the project will not contribute to a cumulative impact on downstream infrastructure.

With regard to population and housing, wastewater, and solid waste, the project's incremental contribution to potential cumulative impacts will not be cumulatively considerable. As discussed above, the new residents generated by the project would represent approximately 0.6 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2015 and 2019. In addition, the project's residential units would constitute approximately 0.3 percent of the housing growth forecasted between 2015 and 2019. In addition, as with the project, the applicants for new development projects occurring in the vicinity of the project site would be required to coordinate with the Bureau of Sanitation and submit Sewer Capacity Availability Requests to determine whether there is adequate sewer capacity. New development projects would also be subject to LAMC Sections 64.11 and 64.12, which require approval of a sewer permit prior to connection to the sewer system. In order to connect to the sewer system, related projects in the City would be subject to payment of the City's Sewerage Facilities Charge. Payment of such fees would help to offset the costs associated with infrastructure improvements that would be needed to accommodate wastewater generated by overall future growth. If system upgrades are required as a result of a given project's additional flow, arrangements would be made between the applicant for the related project and the Bureau of Sanitation to construct the necessary improvements. Furthermore, similar to the project, each related project will be required to comply with applicable water conservation programs, including the City of Los Angeles Green Building Code.

With regard to solid waste, the demand for landfill capacity is continually evaluated by the County. The preparation of each annual report provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Furthermore, in future years, it is anticipated that the rate of declining landfill capacity would slow considering the City's goal to achieve 75 percent diversion by 2013 and eventually a zero waste scenario by 2030.

Therefore, cumulative impacts with respect to the topics discussed above will be less than significant. This impact will also be clearly insignificant and unlikely to occur.

VI. Impacts Determined to be Less than Significant in the EIR

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

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

1. Description of Effects

a. Aesthetics

i. Construction

During construction activities for the project, the visual appearance of the project site and the area immediately surrounding the project site would be altered due to the removal of the existing single-story office building on the East Site and the surface parking lots on the East and West Sites. Other construction activities, including site preparation, grading, and excavation; the staging of construction equipment and materials; and the construction of the building foundations and proposed structures would also alter the visual character and quality of the project site and adjacent roadways. These construction activities could be visible to pedestrians and motorists on adjacent streets, as well as to viewers within nearby buildings. However, the existing visual quality and character of the office building and surface parking lots are considered low. In addition, the appearance of the project site during construction would be typical of construction sites in urban areas. Overall, while construction would alter the visual character of the project area on a short-term basis, project construction activities would not substantially alter or degrade the existing visual character and quality of the project site and its surroundings, or introduce elements that generate substantial long-term contrast with or substantially detract from the visual character of the surrounding area. Therefore, aesthetics impacts associated with construction of the project will be less than significant. Notwithstanding, to further reduce the project's less-than-significant aesthetics impacts during construction, the project will include the installation of temporary construction fencing along the periphery of the project site to screen much of the construction activity from view at the street level, as provided in Mitigation Measure A-1. In addition, as set forth in Mitigation Measure A-2, any pedestrian walkways and construction fencing accessible to the public will be monitored for graffiti removal throughout the construction period. Furthermore, as set forth in Mitigation Measure F-1, below, a temporary and impermeable sound barrier will be installed along the northern and southern property lines of the project site (along Santa Monica Boulevard), which would further obstruct public views of onsite construction activities.

ii. Operation

The project would make a positive contribution to the aesthetic value of the project site and the aesthetic character of the surrounding area by replacing visually unappealing surface parking lots and an older, unremarkable office building with new, high-quality buildings that incorporate appropriate and creative design elements and include attractive open-space areas and amenities. The contemporary design of the project would be compatible with, and would complement, existing and proposed developments in the vicinity of the project site. In addition, the project would enhance the pedestrian experience adjacent to the project site by increasing the amount and quality of landscape and streetscape on and adjacent to the project site, which currently has very minimal landscaping. Overall, development of the proposed buildings and associated landscaping would visually "fill in" the existing underutilized project site and would represent an extension and reflection of the surrounding urban environment, thus creating a visual connection between the project site and the project vicinity. In addition, the project would improve the visual cohesiveness of the area by converting underutilized sites into an active component of the community, and integrating the existing Village with the expanded LGBT facilities.

The project massing, height, and aesthetic character would be substantially consistent with many of the existing, proposed, and approved commercial and residential structures along Santa Monica Boulevard and other major thoroughfares in the vicinity. The proposed maximum heights of 60 feet for the youth housing building, 75 feet for the senior housing building, and 56 feet for the LGBT facility would be consistent with other existing, proposed, and approved building heights in the vicinity along Santa Monica Boulevard and surrounding major thoroughfares. These include the 11-story building located at 1025 N. Highland Avenue, the four-story Public Storage Building, and five-story FotoKem building located approximately 1.5 blocks west of the project site, as well as the approved Lexington Project, immediately east of the project site, which is now under construction.

In comparison to the existing commercial and light industrial uses immediately surrounding the project site, the project would appear noticeably taller. However, the project incorporates design features and elements that would visually moderate the disparities in height between the proposed buildings and the low-rise structures immediately surrounding the project site. Moreover, the project features architectural elements in the building designs that are compatible with the existing and approved improvements in the project area and the pedestrian experience along Santa Monica Boulevard, N. McCadden Place, and N. Las Palmas Avenue, in order to create an appropriately scaled mixed-use development in a highly urbanized area. The proposed buildings would feature varying rooflines, façade articulation, and a variety of surface materials, including finished concrete, stucco, translucent wall panels, and glass, in order to moderate the disparity in scale with the surrounding buildings. These elements would have a visual effect of reducing the perceived height and massing of the project by creating vertical and horizontal variation, and by providing three-dimensional qualities to the building planes through the use of various surface materials, textures, and color.

Project signage would be designed to be aesthetically compatible with the proposed architecture of the project site and to contextualize lighting designs with other signage in the surrounding neighborhood. Furthermore, all project signs would feature colors that are complementary to the architectural design of the proposed buildings. In addition, low-level accent lighting to highlight the project's signage would be incorporated. Therefore, the types and arrangement of signs would be appropriately designed and scaled within the context of the project and the project area.

Based on the above, the project will not substantially alter or degrade the existing visual character of the project site and its surroundings, including valued existing features or resources, or introduce elements that would substantially detract from the visual character of the project area. Therefore, operational impacts related to the aesthetic character and quality of the project site and the vicinity will be less than significant.

b. Views

The valued visual resources identified in the vicinity of the project site include the distant Hollywood Hills; the distant Hollywood Sign, a City Historic-Cultural Monument; and the 11-story commercial high-rise building located at 1025 N. Highland Avenue, formerly known as the Toberman Storage Company, which has a California Historical Resource Status Code of 2D3.

With regard to north-facing views, the project would block views of the commercial uses and multi-family residential buildings to the north of the project site, which are not considered view resources. The proposed buildings would also partially obscure distant background views of the Hollywood Hills and Hollywood Sign. However, in the vicinity of the project site, views of the Hollywood Hills and Hollywood Sign would continue to be available on an intermittent basis along roadway segments, particularly north-south roadways. From longer range views, the project

would appear to contribute to the existing fabric of urban development that frames the foreground of long-range views of the Hollywood Hills.

With regard to east-facing views, views to the east of the project site are of the one- and two-story commercial buildings and surface parking areas along N. Las Palmas Avenue. The project would block views of the commercial buildings to the east of the project site; however, none of these buildings are considered to be valued visual resources. There are no valued visual resources that would be obscured by the project when looking east. Distant and partial northeast views of the Hollywood Hills and Hollywood Sign are available from intermittent locations along Santa Monica Boulevard and along north-south roadways.

With regard to south-facing views, views to the south of the project site include partial views of the SAE Institute, the Regen Projects building and other commercial buildings; and partial views of the building located at 1025 N. Highland Avenue, which has a California Historical Resource Status Code of 2D3 and is considered a visual resource. Project implementation would obstruct views of the SAE Institute, the Regen Projects building and other commercial buildings; however, none of these buildings are considered to be valued visual resources. The project would also obstruct south and southwest facing views of the 11-story building located at 1025 N. Highland Avenue. Nonetheless, views of the building would be available at other locations north of the project site as the viewer moves west, particularly near the intersection of Lexington Avenue and Highland Avenue.

With regard to west-facing views, project development would be visually evident but would not obstruct public views of valued visual resources from vantage points to the east. The project would merely block public views of other buildings to the west of the project site. In addition, as distance increases from the project site, intervening structures would obscure much of the view of the proposed development.

Based on the above, the project will not substantially obstruct an existing recognized or valued view from a public location and will not otherwise block or degrade a valued scenic vista. Therefore, impacts to views will be less than significant.

c. Light and Glare

i. Construction

Construction would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur in the evening hours during the winter season when daylight is no longer sufficient. Therefore, light resulting from construction activities will not significantly impact offsite sensitive uses, substantially alter the character of offsite areas surrounding the construction area, adversely impact day or nighttime views in the area, or substantially interfere with the performance of an offsite activity. Notwithstanding, to further reduce the project's less-than-significant impact regarding lighting during construction, Mitigation Measure A-3, below, will ensure that 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.

Daytime glare could potentially occur during construction activities if reflective construction materials were positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities. Furthermore, as noted above, construction

would primarily occur during the daytime hours in accordance with the LAMC. The glare from vehicles that currently park on the project site would be similar or more impactful than temporary construction glare, if any. Therefore, there would be a negligible potential for daytime or nighttime glare associated with construction activities to occur.

Based on the above, light and glare associated with construction of the project will not substantially alter the character of offsite areas surrounding the project site or result in a substantial adverse change in ambient day or nighttime levels in close proximity to light-sensitive uses in the project area. Impacts from project -related sources of artificial light and glare during construction will be less than significant.

ii. Operation

The project would increase light and glare levels emanating from the project site. New sources of artificial lighting that would be introduced by the project would include: low-level exterior lights adjacent to the proposed building for security and wayfinding purposes; low-level accent lighting to highlight architectural features, landscape elements, and the project's signage; and automobile headlights. The proposed lighting sources would be similar to other lighting sources in the vicinity of the project site and would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity and ambient light during the day and night. As set forth in Project Design Feature A-10, all exterior lighting will be shielded and/or directed toward the areas to be lit, interior to the project site, to avoid light spillover onto adjacent sensitive uses.

Project signage would include identity signage and directional/wayfinding pedestrian signage, and identity signage. No off-premises advertising signs are proposed as part of the project. Proposed signage would be designed to be aesthetically compatible with the existing and proposed architecture in the area and, in general, new signage would be architecturally integrated into the design of the building and would establish appropriate identification for the proposed commercial uses. Low-level accent lighting to highlight the project's signage would be incorporated. Exterior lighting to highlight the project's signage would be shielded or directed toward the areas to be lit to avoid creating offsite glare, in accordance with the HSSUD. The project does not include electronic signage or signs with flashing, mechanical, or strobe lights. In accordance with the LAMC, illumination used for project signage will be limited to a light intensity of 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

The project would be designed in a contemporary architectural style and feature a variety of surface materials. Building materials would include finished concrete, stucco, tile, translucent wall panels and glass. In accordance with Mitigation Measure A-4, below, the exteriors of the proposed structures will include high-performance and/or low-reflective glass and pre-cast concrete or fabricated wall surfaces in order to minimize glare from reflected sunlight. Therefore, these materials will not have the potential to produce a substantial degree of glare. In addition, the project will eliminate the reflection potential from parked cars in the existing surface parking lots as viewed from surrounding areas and roadways during the day and night, and would substantially reduce lighting levels from vehicle headlights during the night. All parking for the project would be contained within the subterranean parking garage under the East Site. While headlights from the proposed exit driveways on N. McCadden Place and on N. Las Palmas Avenue would be visible during the evening hours, such lighting sources would be typical for the project area and would not be anticipated to result in a substantial adverse impact.

Based on the above, light and glare associated with operation of the project will not substantially alter the character of offsite areas surrounding the project site or result in a substantial adverse change in ambient day or nighttime levels in close proximity to light-sensitive uses in the project area. Impacts from project -related sources of artificial light and glare during operation will be less than significant.

d. Shading

Project shadows during the winter would not extend to the single- and multi-family residential properties located north of the project site on the north side of Lexington Avenue. Therefore, as the project would not cast shadows on potentially shade-sensitive uses surrounding the project site for three or more hours between 9:00 A.M. and 3:00 P.M. Pacific Standard Time during the winter, the shading impact during the winter will be less than significant.

During the spring, the project would shade the commercial uses located east of the project site for four or more hours. However, none of these commercial uses have usable outdoor areas. Furthermore, project shadows during the spring would not extend to the single- and multi-family residential properties located north of the project site on the north side of Lexington Avenue. Therefore, as the project would not cast shadows on shade-sensitive uses surrounding the project site for four or more hours during the spring, the shading impact during the spring will be less than significant.

Project shadows during the summer would not extend to the single- and multi-family residential properties located north of the project site on the north side of Lexington Avenue. Therefore, as the project would not cast shadows on shade-sensitive uses surrounding the project site for four or more hours during the summer, the shading impact during the spring will be less than significant.

Project shadows during the fall would not extend to the single- and multi-family residential properties located north of the project site on the north side of Lexington Avenue. Therefore, as the project would not cast shadows on shade-sensitive uses surrounding the project site for four or more hours during the fall, the shading impact during the fall will be less than significant.

e. Consistency With Regulatory Framework

With regard to the General Plan Framework and the Hollywood Community Plan, the project would contribute to the needs of future residents, businesses, and visitors by introducing retail uses and community services to a site currently underutilized as an office building and surface parking areas. Implementation of the project would also improve the project site's visual character, as well as the pedestrian streetscape along Santa Monica Boulevard, N. McCadden Place, and N. Las Palmas Avenue when compared to existing conditions. The project also includes landscaped courtyards and landscaping within and around the perimeter of the project site, which would result in a more aesthetically-appealing streetscape along these roadways. Furthermore, the project would be designed in a contemporary architectural style with design elements that would enhance compatibility with surrounding land uses, including building fenestration, variations in surface materials and colors, and a stepped back design at some levels to create horizontal and vertical articulation. In addition, all major utilities would be placed underground where practical, and all equipment and trash areas would be required to be screen from public view. Given these features, the project would represent a positive contribution to the urban design elements of the surrounding cityscape, and would not substantially degrade the character and quality of the project site or its surrounding visual environment. As such, the impact of the project relative to consistency with applicable policies in the General Plan Framework Element and the Community Plan that relate to aesthetics would be less than significant.

As concluded above, the project would not result in the destruction or obstruction of valuable visual resources. Since views of the Hollywood Hills, the Hollywood Sign, and the building at 1025 N. Highland Avenue are limited or not available due to the flat topography of the area as well as the existing urban development, implementation of the project would not result in further material obstruction of these views. Therefore, the project would be consistent with Section 15 of the Conservation Element, which encourages protection of scenic vistas and the preservation of public views of visual resources.

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

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

f. Cumulative

i. Aesthetics

Only one of the related projects, Related project No. 28, is located sufficiently close to the project site to enter the same field of view as the project. The balance of the related projects would not cause cumulative visual impacts as these developments are either not visible from the project area due to distance and/or existing intervening development, or are located at such a distance so as not to figure prominently within views that include the project site. Related Project No. 28, which is currently under construction, includes 695 multiple-family residential dwelling units, 4,000 square feet of restaurant uses, 5,500 square feet for a coffee shop/juice bar, and 15,400 square feet of retail uses within six buildings that are five or six stories in height. The visual quality and character of Related Project No. 28 would be similar to the project and generally representative of the existing urban fabric and character in the area. Related Project No. 28 and the project, as well as many of the other related projects, are infill and/or by-right developments that are anticipated to be largely compatible with the scale or character of the existing visual environment and would, in general, reinforce existing and emerging land use patterns (e.g., mid- and high-rise development) in the project area. Therefore, the development of Related Project No. 28 in combination with the project would be consistent with existing and related development projects and would not be anticipated to substantially degrade the existing character or quality of the environment since the project area is already highly urbanized. In addition, similar to the project, Related Project No. 28 was subject to the City's design review processes and discretionary review, which ensured consistency with adopted guidelines and standards that address aesthetics, and the same has occurred or will apply with respect to the other related projects. Therefore, it is not anticipated that development of the project and nearby related projects would substantially degrade or otherwise adversely affect the existing visual character of the project area, including valued existing features or resources, or introduce elements that substantially detract from the visual character of the area. Cumulative impacts on aesthetics will be less than significant.

ii. Views

The views most likely to be affected on a cumulative basis are north-facing views of the Hollywood Hills and the Hollywood Sign. The related project with the greatest potential to cumulatively affect

views in conjunction with the project is Related Project No. 28, the Lexington Project, located immediately east of the project site along Santa Monica Boulevard. The project and Related Project No. 28 would be similar in height and scale (although Related Project No. 28 has a somewhat higher density). As with the project site, it is anticipated that, prior to development of Related Project No. 28, limited intermittent views of the Hollywood Hills and potentially the Hollywood Sign to the north would be available across the Lexington Project site. While development of the project and Related Project No. 28 would obstruct these limited intermittent views, it is not anticipated that the project and Related Project No. 28 would affect such views to a measurable extent as the project would only affect potential intermittent views across the project site and the Lexington Project site, which are a significant distance from those visual resources. In addition, long-range views along north-south roadways such as N. Las Palmas Avenue and Seward Street would continue to be available. Further, as under existing conditions, views of the Hollywood Hills and Hollywood Sign would remain intermittent throughout the project area, as many existing buildings already obstruct views of these resources from surrounding vantage points. Similarly, views of other offsite visual resources, including architectural or historically significant structures, could be affected on a cumulative basis. However, given the limited number and location of the related projects within any field of view that includes the project site, view impacts would only occur at a distance where such changes are not discernible within the broad urban landscape. As such, cumulative view impacts will be less than significant.

iii. Light and Glare

Development of the project, as well as the related projects in the area, would introduce new or expanded sources of artificial light. Consequently, ambient light levels are likely to increase in the project area. With regard to light, as previously described, the project site is located within the highly urbanized Hollywood community, with urban lighting characteristics exhibiting medium to high ambient nighttime light levels. As such, the project and Related Project No. 28, which would include typical land uses for the project area, would not significantly alter the existing lighting environment currently experienced in the area. In addition, cumulative lighting would not be expected to interfere with the performance of offsite activities given the moderate ambient nighttime artificial light levels already present. Furthermore, the project and all related projects would adhere to applicable City requirements regarding lighting, which would control potential artificial light sources. Similarly, with regard to glare, the proposed uses for the project and Related Project No. 28 are consistent and compatible with existing development in the area and common for a high-density urban environment. In addition, it is anticipated that all related projects would be subject to discretionary review and applicable LAMC requirements to ensure that significant sources of glare are not introduced. Furthermore, it is anticipated that all projects would include standard design features related to use of low-level lighting and shielding as well as use of non-reflective surfaces to minimize the potential for glare. Therefore, the project's contribution to light and glare impacts will not be cumulatively considerable, and cumulative light and glare impacts from development of the project and Related Project No. 28 will be less than significant.

iv. Shading

Due to the positional relationship between the earth and the sun, shadows in the Northern Hemisphere fall to the west, northwest, north, northeast, and east, depending on the season and time of day. The closest related project to the project site is Related Project No. 28 (the Lexington Project), located immediately east of the project site. The project and Related Project No. 28 have the potential to cast combined shadows and result in cumulatively considerable shading impacts. However, as discussed above, there are no sensitive uses adjacent to the project that could be potentially impacted by shadows from the project. As such, the shadows cast by the project and Related Project No. 28 will not be cumulatively significant.

2. Project Design Features

Project Design Feature A-1: New onsite utilities that may be required to serve the project shall be installed underground, where practical.

Project Design Feature A-2: Mechanical, electrical, and roof top equipment, as well as building appurtenances, shall be screened from public view.

Project Design Feature A-3: Trash areas associated with the proposed buildings shall be enclosed or otherwise screened from view from public rights-of-way.

Project Design Feature A-4: The project includes courtyards, roof terraces and a plaza that break up the massing and provides landscaped areas visible throughout the site.

Project Design Feature A-5: The project buildings include varied heights, massing and materials to add visual interest, reduce bulk, enhance walkability, improve aesthetic character, and enliven the street frontages in the pedestrian zone.

Project Design Feature A-6: The project buildings include landscaped features along Santa Monica Boulevard, N. McCadden Place, and N. Las Palmas Avenue to beautify the street frontage and enhance the pedestrian and visual experience.

Project Design Feature A-7: The project includes a public plaza on the East Site along N. McCadden Place to create a welcoming entrance into the project site, enhance the pedestrian experience and to create a connection to the courtyard across the street at the existing Village at Ed Gould Plaza.

Project Design Feature A-8: The project includes widening the sidewalk along N. McCadden Place to promote pedestrian safety, to incorporate more landscaping along the street edge, and to emphasize the campus design and connection to the existing Village at Ed Gould Plaza.

Project Design Feature A-9: All onsite exterior lighting will be automatically controlled by photo sensor to illuminate only when required.

Project Design Feature A-10: All new street and pedestrian outdoor lighting required for the project will be shielded and directed towards the interior of the project site so that the light source does not project directly upon any adjacent residential property from the ground and above.

3. Mitigation Measures

Project-level and cumulative impacts with regard to aesthetics, light, and glare will be less than significant. Therefore, no mitigation measures are required. However, the following mitigation measures are provided to further reduce the project's less-than-significant impacts:

Mitigation Measure A-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, as feasible, and to keep unpermitted persons from entering the construction area.

Mitigation Measure A-2: The project applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials (i.e., graffiti remove) 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.

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

Mitigation Measure A-4: The exteriors of the proposed structures shall be constructed of materials such as, but not limited to, high performance and/or low-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

Aesthetics impacts associated with construction and operation of the project, will be less than significant. The project's impacts to views will be less than significant. Light and glare impacts associated with construction and operation of the project will be less than significant. The project's shading impacts will be less than significant. The project's impacts regarding consistency with applicable regulations and design guidelines would be less than significant. Cumulative impacts on aesthetics, views, light, glare, and shading would be less than significant. No mitigations are required. Incorporation of Project Design Features A-1 to A-10 and Mitigation Measures A-1 to A-4 will ensure that impacts to aesthetics, views, light, glare, and shading remain less than significant.

With regard to aesthetics during construction, while construction would alter the visual character of the project area on a short-term basis, project construction activities would not substantially alter or degrade the existing visual character and quality of the project site and its surroundings, or introduce elements that generate substantial long-term contrast with or substantially detract from the visual character of the surrounding area. Therefore, aesthetics impacts associated with construction of the project will be less than significant.

With regard to aesthetics during operation, the project would make a positive contribution to the aesthetic value of the project site and the aesthetic character of the surrounding area by replacing visually unappealing surface parking lots and an older, unremarkable office building with new, high-quality buildings that incorporate appropriate and creative design elements and include attractive open-space areas and amenities. The contemporary design of the project would be compatible with, and would complement, existing and proposed developments in the vicinity of the project site. The project will not substantially alter or degrade the existing visual character of the project site and its surroundings, including valued existing features or resources, or introduce elements that would substantially detract from the visual character of the project area. Therefore,

operational impacts related to the aesthetic character and quality of the project site and the vicinity will be less than significant.

With regard to views, the project will not substantially obstruct an existing recognized or valued view from a public location and will not otherwise block or degrade a valued scenic vista. Therefore, impacts to views will be less than significant.

With regard to light and glare during construction, construction of the project would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur in the evening hours during the winter season when daylight is no longer sufficient. In addition, any glare generated during construction would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. Large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities. Therefore, impacts from project-related sources of artificial light and glare during construction will be less than significant.

With regard to light and glare during operation, the proposed lighting sources would be similar to other lighting sources in the vicinity of the project site and would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity and ambient light during the day and night. In addition, exterior lighting to highlight the project's signage would be shielded or directed toward the areas to be lit to avoid creating offsite glare. Furthermore, the building materials proposed to be used will not have the potential to produce a substantial degree of glare. The project will also eliminate the reflection potential from parked cars in the existing surface parking lots as viewed from surrounding areas and roadways during the day and night, and would substantially reduce lighting levels from vehicle headlights during the night. Therefore, impacts from project -related sources of artificial light and glare during operation will be less than significant.

With regard to shading, the project would not cast shadows on potentially shade-sensitive uses surrounding the project site for any of the specified times and durations during the winter, spring, summer, or fall. Therefore, shading impacts will be less than significant.

The project would be consistent with applicable policies in the General Plan Framework Element, the Community Plan, the Conservation Element, the Citywide Design Guidelines, and the Walkability Checklist. Therefore, impacts related to the project's consistency with applicable plans, regulations, and design guidelines will be less than significant.

With regard to cumulative impacts, the visual quality and character of Related Project No. 28 would be similar to the project and generally representative of the existing urban fabric and character in the area. Therefore, the development of Related Project No. 28 in combination with the project would be consistent with existing and related development projects and would not be anticipated to substantially degrade the existing character or quality of the environment since the project area is already highly urbanized. In addition, it is not anticipated that the project and Related Project No. 28 would affect views to a measurable extent as the project would only affect potential intermittent views across the project site and the Lexington project site, which are a significant distance from visual resources. With regard to light, the project and Related Project No. 28, which would include typical land uses for the project area, would not significantly alter the existing lighting environment currently experienced in the area. The project and all related projects would also adhere to applicable City requirements regarding lighting, which would control potential artificial light sources. Similarly, with regard to glare, the proposed uses for the project and Related Project No. 28 are consistent and compatible with existing development in the area

and common for a high-density urban environment. Furthermore, it is anticipated that all project s would include standard design features related to use of low-level lighting and shielding as well as use of non-reflective surfaces to minimize the potential for glare. Lastly, there are no sensitive uses adjacent to the project that could be potentially impacted by shadows from the project. Therefore, cumulative impacts to aesthetics, views, light, glare, and shading will be less than significant.

B. Air Quality

1. Description of Effects

a. Construction

i. Regional Construction Impacts

Construction of the project has the potential to create air quality impacts from heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the project site. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile source emissions, primarily NOX, would result from the use of construction equipment such as dozers, loaders, and cranes. During the finishing phase of a building, paving operations and the application of architectural coatings (e.g., paints) and other building materials would potentially release VOCs. The assessment of construction air quality impacts considers each of these potential sources. Construction-related daily maximum regional construction emissions will not exceed any of the South Coast Air Quality Management District (SCAQMD) daily significance thresholds. Therefore, regional construction emissions generated during construction of the project will result in a less-than-significant air quality impact.

ii. Localized Impacts from Onsite Construction Activities

Maximum localized construction emissions for offsite sensitive receptors will not exceed any of the SCAQMD-recommended localized screening thresholds. Therefore, localized construction emissions from the project will result in a less-than-significant air quality impact.

iii. Toxic Air Contaminants

The greatest potential for toxic air contaminant (TAC) emissions would be from diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. Because the construction schedule estimates that the phases which require the most heavy-duty diesel vehicle usage, such as site grading/excavation, would last for a much shorter duration (e.g., approximately two months), construction of the project would not result in a substantial, long-term (i.e., 70-year) source of TAC emissions. In addition, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not necessary or meaningful to evaluate long-term cancer impacts from construction activities which occur over a relatively short duration. Furthermore, there would be no residual emissions or corresponding individual cancer risk after construction. As such, project -related TAC impacts during construction will be less than significant.

b. Operation

i. Regional Operational Impacts

Regional emissions resulting from operation of the project at its buildout year will not exceed any of the SCAQMD's daily regional operational thresholds. Therefore, air quality impacts from project operational emissions will be less than significant.

ii. Localized Operational Impacts from Onsite Operational Activities

Operation of the project would not introduce any major new sources of air pollution within the project site. Onsite operational emissions will not exceed any of the localized screening thresholds. Therefore, localized impacts from onsite emission sources will be less than significant.

iii. CO "Hot Spots" Analysis

At buildout of the project, the highest average daily trips at an intersection in the vicinity of the project site would be approximately 16,130 at the Highland Avenue and Melrose Avenue intersection, which is significantly below the daily traffic volumes that would be expected to generate CO exceedances as evaluated in the 2003 AQMP. Therefore, the project does not trigger the need for a detailed CO hotspots model and would not cause any new or exacerbate any existing CO hotspots. As a result, impacts related to localized mobile-source CO emissions will be less than significant.

iv. Toxic Air Contaminants

The primary sources of potential air toxics associated with project operations include diesel particulate matter from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and the emergency backup generator. However, these activities, and the land uses associated with the project, are not considered land uses that generate substantial TAC emissions. Furthermore, 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. In addition, the CARB-mandated ATCM limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time which would further limit diesel particulate emissions.

The project would also require the installation of a back-up diesel-powered emergency generator. Any new generator would be required to comply with all applicable rules and regulations including Best Available Control Technology, which would require the generator to be equipped with a diesel particulate filter. Compliance with these rules and regulations will ensure that potential health risk impacts related to the emergency generator would be less than significant.

Potential sources of TACs in the vicinity of the project Site were identified using SCAQMD's Facility Information Database search and site reconnaissance to identify potential non-permitted air toxic emitting sources (e.g., freeways, diesel trucks idling at warehouse distribution facilities in excess of 100 trucks per day). Based on this screening analysis, no substantial sources (e.g., gasoline stations, dry cleaners, warehouse distribution) of TAC emissions within the project vicinity were identified, and the location of the proposed residential uses would be consistent with the recommended siting distances (e.g., no sensitive receptors within 500 feet of a freeway) provided by the CARB and SCAQMD. As the project would not contain substantial TAC sources and is consistent with CARB and SCAQMD guidelines regarding TAC sources in proximity to existing sensitive land uses, potential TAC impacts will be less than significant.

c. SCAQMD CEQA Air Quality Handbook Policy Analysis

Project development would not have a significant short-term or long-term impact on the region's ability to meet state and federal air quality standards. Also, the project would be consistent with the goals and policies of the Air Quality Management Plan for the control of fugitive dust. In addition, the project's long-term influence would be consistent with the goals and policies of the Air Quality Management Plan. Therefore, the project is considered consistent with SCAQMD's Air Quality Management Plan.

d. City of Los Angeles Policies

The project is consistent with applicable policies of the City of Los Angeles General Plan Air Quality Element. The project would provide opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle miles traveled. Furthermore, the project includes a neighborhood-serving retail use that would primarily serve project residents, employees, clients, and guests, thereby reducing vehicle miles traveled that would otherwise be required to travel to similar retail uses elsewhere in the community. In addition, the project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options. The project will also include the implementation of a Transportation Demand Management Program that would include strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. Therefore, the project would serve to implement applicable policies of the City of Los Angeles pertaining to air quality.

e. Cumulative

i. Construction

The project would comply with regulatory requirements, including SCAQMD Rule 403 requirements. In addition, the project would comply with adopted AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, all construction projects Air Basin-wide would comply with these same requirements (i.e., SCAQMD Rule 403 compliance) and would also implement all feasible mitigation measures when significant impacts are identified.

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

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

ii. Operation

According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. Operational emissions from the project will not exceed any of the SCAQMD's regional or localized significance thresholds at project buildout or under the existing conditions analysis. Therefore, the emissions of non-attainment pollutants and precursors generated by project operation will not

be cumulatively considerable.

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

2. Project Design Features

Project Design Feature B-1: Use of adhesives, sealants, paints, finishes, carpet, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.

3. Mitigation Measures

No mitigation measures are included in the EIR with regard to air quality.

Regional construction emissions generated during construction of the project, localized construction emissions from the project, TAC impacts during construction, regional operational emissions, localized impacts from onsite emission sources during operation of the project, project impacts related to localized mobile-source CO emissions, and TAC impacts during operation will be less than significant. The project is considered consistent with SCAQMD's Air Quality Management Plan. Impacts will be less than significant. The project would serve to implement applicable policies of the City of Los Angeles pertaining to air quality. The project's contribution to cumulative construction-related regional emissions will not be cumulatively considerable and therefore will be less than significant. The project's contribution to cumulative air quality impacts due to localized emissions during construction will also not be cumulatively considerable and therefore would be less than significant. Cumulative TAC emission impacts during construction will be less than significant. Cumulative air quality impacts associated with regional and localized emissions will be less than significant. Cumulative TAC emission impacts during operation will be less than significant. The mpacts will be less than significant and no mitigations are required.

The incorporation of Project Design Feature B-1 would ensure impacts to air quality remain less than significant.

Construction-related daily maximum regional construction emissions will not exceed any of the SCAQMD daily significance thresholds. Therefore, regional construction emissions generated during construction of the project will result in a less-than-significant air quality impact.

Maximum localized construction emissions for offsite sensitive receptors will not exceed any of the SCAQMD-recommended localized screening thresholds. Therefore, localized construction emissions from the project will result in a less-than-significant air quality impact.

Because the construction schedule estimates that the phases which require the most heavy-duty diesel vehicle usage, such as site grading/excavation, would last for a much shorter duration (e.g., approximately two months), construction of the project would not result in a substantial, long-term (i.e., 70-year) source of TAC emissions. Furthermore, there would be no residual emissions or corresponding individual cancer risk after construction. As such, project -related TAC impacts during construction will be less than significant.

Regional emissions resulting from operation of the project will not exceed any of the SCAQMD's daily regional operational thresholds. Therefore, air quality impacts from project operational emissions will be less than significant.

Operation of the project would not introduce any major new sources of air pollution within the project site. Onsite operational emissions will not exceed any of the localized screening thresholds. Therefore, localized impacts from onsite emission sources will be less than significant.

The project does not trigger the need for a detailed CO hotspots model and would not cause any new or exacerbate any existing CO hotspots. As a result, impacts related to localized mobile-source CO emissions will be less than significant.

The activities and the land uses associated with the project are not considered land uses that generate substantial TAC emissions. Furthermore, 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. In addition, the CARB-mandated ATCM limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time which would further limit diesel particulate emissions. Any new generator would also be required to comply with all applicable rules and regulations. No substantial sources (e.g., gasoline stations, dry cleaners, warehouse distribution) of TAC emissions within the project vicinity were identified, and the location of the proposed residential uses would be consistent with the recommended siting distances (e.g., no sensitive receptors within 500 feet of a freeway) provided by the CARB and SCAQMD. As the project would not contain substantial TAC sources and is consistent with CARB and SCAQMD guidelines regarding TAC sources in proximity to existing sensitive land uses, potential TAC impacts will be less than significant.

Project development would not have a significant short-term or long-term impact on the region's ability to meet state and federal air quality standards. Also, the project would be consistent with the goals and policies of the Air Quality Management Plan for the control of fugitive dust. In addition, the project's long-term influence would be consistent with the goals and policies of the Air Quality Management Plan. Therefore, the project is considered consistent with SCAQMD's Air Quality Management Plan.

The project is consistent with applicable policies of the City of Los Angeles General Plan Air Quality Element. Therefore, impacts regarding consistency with applicable policies of the Air Quality Element will be less than significant.

The project's contribution to cumulative construction-related regional emissions will not be cumulatively considerable and therefore will be less than significant.

The project's contribution to cumulative air quality impacts due to localized emissions will also not be cumulatively considerable and therefore would be less than significant.

Similar to the project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during demolition and grading/excavation activities. Construction activities at each related project would not result in a long-term (i.e., 70-year) substantial source of TAC emissions. As such, cumulative toxic emission impacts during construction will be less than significant.

Operational emissions from the project will not exceed any of the SCAQMD's regional or localized significance thresholds at project buildout or under the existing conditions analysis. Therefore, the emissions of non-attainment pollutants and precursors generated by project operation will not be cumulatively considerable, and impacts will be less than significant.

With respect to TAC emissions, neither the project nor any of the related projects would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The project and related projects would be consistent with the recommended screening-level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects will not result in a cumulative impact requiring further evaluation. In addition, the Project and related projects would comply with applicable SCAQMD rules that have resulted in substantial Air Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations will be less than significant.

C. Greenhouse Gas Emissions

1. Description of Effects

a. Project Impacts

The project would generate incrementally increased GHG emissions over existing conditions. However, even a very large individual project would not generate enough GHG emissions on its own to significantly influence global climate change. Moreover, the project would be consistent with the regulations outlined in the AB 32 Climate Change Scoping Plan, SCAG's Regional Transportation Plan/Sustainable Communities Strategy, and the City of Los Angeles' LA Green Plan. Therefore, the project will not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and project -specific impacts with regard to climate change will be less than significant.

b. Cumulative

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 GHGs 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 are predicted to continue to expand. In order 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 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, consistent with CEQA Guidelines Section 15064h(3), 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: Climate Change Scoping Plan, Regional Transportation Plan/Sustainable Communities Strategy, and the LA Green Plan.

The project is consistent with the applicable GHG reduction plans and policies. The project design features and consistency with regulatory requirements comparison and SCAQMD's screening criteria demonstrate the efficacy of the measures contained in these policies. Thus, given the project's consistency with State, SCAG, and City of Los Angeles GHG emission reduction goals and objectives, the project will not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, it is concluded that the project's impacts are not cumulatively considerable.

2. Project Design Features

Project Design Feature C-1: The design of the new buildings shall incorporate features to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-CS® or LEED-NC® Rating System as of January 1, 2011. Such LEED® features shall include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation measures, among others.

Project Design Feature C-2: The project would not include hearths (woodstove and fireplaces) installed in the residences.

Project Design Feature C-3: The project would encourage carpooling and the use of electric vehicles by providing that at least 5 percent of the total parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Only raceways and related components are required to be installed at the time of construction. When the application of the 5 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.

Project Design Feature C-4: The project shall provide at least 5 percent of the total code-required parking spaces with EV charging stations. Plans shall indicate the proposed type and location(s) of charging stations. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. When the application of the 5 percent results in a fractional space, round up to the next whole number.

3. Mitigation Measures

No mitigation measures are included in the EIR with regard to greenhouse gas emissions.

Project-level and cumulative impacts associated with greenhouse gas emissions will be less than significant. No mitigation is required. The incorporation of Project Design Features C-1 to C-4 would ensure that impacts associated with greenhouse gas emissions remain less than significant.

The project would not generate enough GHG emissions on its own to significantly influence global climate change. Moreover, the project would be consistent with the regulations outlined in the AB 32 Climate Change Scoping Plan, SCAG's Regional Transportation Plan/Sustainable Communities Strategy, and the City of Los Angeles' LA Green Plan. Therefore, project -specific impacts with regard to climate change will be less than significant.

Consistent with CEQA Guidelines Section 15064h(3), 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: Climate Change Scoping Plan, Regional Transportation Plan/Sustainable Communities Strategy, and the LA Green Plan. The project is consistent with the applicable GHG reduction plans and policies. Thus, given the project's consistency with State, SCAG, and City of Los Angeles GHG emission reduction goals and objectives, the project will not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, it is concluded that the project's impacts are not cumulatively considerable.

D. Geology and Soils

1. Description of Effects

a. Fault Rupture

Ground rupture is defined as surface displacement which occurs along the surface trace of the causative fault during an earthquake. Based on research of available literature and the findings of the Geotechnical Investigation, no known active or potentially active faults underlie the project site. The Project Site is also not located within an Alquist-Priolo Earthquake Fault Zone corresponding to the Hollywood Fault. According to the Earthquake Fault Zone Map, the project site is not within an Earthquake Fault Zone or Seismic Hazard Zone. Specifically, the project site is shown as being located approximately 4,000 feet from the Hollywood Fault Zone. Therefore, no active faults with the potential for surface fault rupture are known to pass directly beneath the project site, and as such, the potential for surface rupture due to faulting occurring beneath the project site is considered low. As a result, the project will not cause or accelerate geologic hazards related to fault rupture, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Impacts associated with surface

rupture from a known earthquake fault will be less than significant.

b. Liquefaction

The Safety Element classifies the project site as part of an area that is susceptible to liquefaction. However, the City's Zoning Information and Map Access System indicates that the project site is not located in an area that has been identified by the State as being potentially susceptible to liquefaction. In addition, the project site is not within a liquefaction zone according to the Earthquake Fault Zone map for the Hollywood 7.5-minute Quadrangle. While the City was required to take into account available seismic hazard maps prepared by the State Geologist, it could not take into account the 1999 Seismic Hazard Zones Map for the Hollywood Quadrangle, which was re-released by the California Geological Survey in November 2014 as part of the current official Earthquake Zones of Required Investigation Map for the Hollywood Quadrangle, because it had not been completed at the time the Safety Element was adopted in 1996. The Geotechnical Investigation concluded that, due to the density of the underlying older alluvium and the fine content of the soil, and because the 1999 Seismic Hazard Zones Map demonstrates that the project site is not located within an area identified as potentially affected by liquefaction, the liquefaction potential within the project site is low. Therefore, impacts related to liquefaction will be less than significant.

c. Soil Stability

The soils underlying the project site consist of older alluvium below a layer of fill observed to be up to 5 feet below the East Site and up to 7 feet thick below the ground surface on the West Site. According to the Geotechnical Investigation prepared for the project, the older alluvium encountered at the project site is competent and capable of supporting engineered structures and appurtenances. The anticipated maximum depth of excavation for project development is approximately 35 feet below ground surface. All required excavations will be sloped, or properly shored, in accordance with the applicable provisions of the Los Angeles Building Code. In addition, as set forth in the Geotechnical Investigation, existing onsite fill materials will be removed during excavation of the subterranean parking levels and would be recompacted in accordance with Department of Building and Safety standards prior to reuse onsite, provided any debris and/or organic matter is removed. Therefore, through compliance with regulatory requirements and site-specific geotechnical recommendations, impacts related to soil stability will be less than significant.

d. Subsidence

The project site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or is planned at the project site. Due to the varying groundwater elevations within the project site, it is not anticipated that continuous groundwater would be encountered. Rather, it is expected that if groundwater was found during project construction, it would consist of finite zones of perched groundwater, and any removal of groundwater, should it be required, would only occur until the waterproofing is installed up to the groundwater table level. Therefore, if dewatering is required, it would be temporary and would not involve a large-scale extraction of groundwater. Accordingly, the project will not cause nor accelerate geologic hazards related to subsidence, which would result in substantial damage to structures or infrastructure, nor expose people to substantial risk of injury. Impacts related to subsidence will be less than significant.

e. Expansive Soils

According to the Geotechnical Investigation, the onsite, near-surface soil was found to possess low to medium expansive characteristics. Based on the expansion range of the earth materials underlying the project site, reinforcing these materials beyond the minimum required by the

Department of Building and Safety is not required. Therefore, through compliance with regulatory requirements and site-specific geotechnical recommendations, potential impacts related to expansive soils will be less than significant.

f. Landform Alteration

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

g. Cumulative

Due to the site-specific nature of geological conditions (i.e., soils, geological features, seismic features, etc), geology impacts are typically assessed on a project-by-project basis, rather than on a cumulative basis. As with the project, related projects and other future development projects would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the Los Angeles Building Code. With adherence to applicable regulations, the projects's impacts with regard to geology and soils will not be cumulatively considerable and cumulative impacts with regard to geology and soils will be less than significant.

2. Project Design Features

No project design features are included in the EIR with regard to geology and soils.

3. Mitigation Measures

No mitigation measures are included in the EIR with regard to geology and soils.

4. Finding

Impacts associated with surface rupture from a known earthquake fault, will be less than significant. Impacts related to liquefaction, soil stability, subsidence, expansive soils, and landform alteration, will be less than significant. Cumulative impacts with regard to geology and soils will be less than significant. No mitigations are required.

No active faults with the potential for surface fault rupture are known to pass directly beneath the project site. As a result, impacts associated with surface rupture from a known earthquake fault will be less than significant.

The Geotechnical Investigation concluded that, due to the density of the underlying older alluvium and the fine content of the soil, and because the 1999 Seismic Hazard Zones Map demonstrates that the project site is not located within an area identified as potentially affected by liquefaction, the liquefaction potential within the project site is low. Therefore, impacts related to liquefaction will be less than significant.

According to the Geotechnical Investigation prepared for the project, the older alluvium encountered at the project site is competent and capable of supporting engineered structures and appurtenances. All required excavations will be sloped, or properly shored, in accordance with the applicable provisions of the Los Angeles Building Code. In addition, as set forth in the Geotechnical Investigation, existing onsite fill materials will be removed during excavation of the subterranean parking levels and would be recompacted in accordance with Department of

Building and Safety standards prior to reuse onsite, provided any debris and/or organic matter is removed. Therefore, impacts related to soil stability will be less than significant.

The project site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or is planned at the project site. Due to the varying groundwater elevations within the project site, it is not anticipated that continuous groundwater would be encountered. Accordingly, impacts related to subsidence will be less than significant.

According to the Geotechnical Investigation, the onsite, near-surface soil was found to possess low to medium expansive characteristics. Therefore, potential impacts related to expansive soils will be less than significant.

There are no distinct and prominent geologic or topographic features on the project site or in the vicinity of the project site. Therefore, impacts associated with landform alteration will not occur.

Due to the site-specific nature of geological conditions, geology impacts are typically assessed on a project-by-project basis, rather than on a cumulative basis. As with the project, related projects and other future development projects would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the Los Angeles Building Code. With adherence to applicable regulations, the project 's impacts with regard to geology and soils will not be cumulatively considerable and cumulative impacts with regard to geology and soils will be less than significant.

E. Land Use

1. Description of Effects

a. Consistency with Local Plans and Applicable Policies

The project would support and would be generally consistent with the Framework Element Land Use Chapter as it would contribute to the needs of the City's existing and future residents, businesses, and visitors by providing a variety of services along with affordable housing for low-income, at-risk and homeless seniors, and young adults in the LGBT community within one unified site. The project would also be generally consistent with the relevant objectives and policies that support the goals of the Framework Element's Housing Chapter as the project would support the City's objective to plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types. The project would be generally consistent with the relevant objectives and policies that support the goals of the Framework Element's Urban Form and Neighborhood Design Chapter by introducing a mixed-use development that would further several of the LA Promise Zone goals, including job creation, support for small businesses, improved educational opportunities for area youth, homeless prevention, and affordable housing. In addition, the project features a contemporary architectural style and has been designed to create a visually unified site with new buildings designed to complement the existing Village and respond to the low- to mid-scale character of the surrounding area. The project would also be generally consistent with the relevant objectives and policies that support the goals of the Framework Element's Open Space and Conservation Chapter by promoting the development of public open space that is visible and safe by providing sufficient lighting of walkways and courtyards as well as a closed circuit camera system. The project would be consistent with the relevant objectives and policies that support the goals of the Framework Element's Economic Development Chapter as the project would support the City's objective to establish a balance of land uses through the development of a mixed-use project that would provide services and affordable housing to at-risk seniors and young adults in the LGBT community.

In addition, the project would promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population by providing approximately 1,885 square feet of retail space as part of the project that would primarily serve project residents, employees, clients, and guests. The project would also be consistent with the relevant objectives and policies that support the goals of the Framework Element's Transportation Chapter by mitigating the impacts of traffic growth through the implementation of the proposed Transportation Demand Management Plan that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips.

The project also promotes the City's policy in the Transportation Chapter to include bicycle storage by providing 227 bicycle parking spaces. The project would be consistent with the relevant goals, objectives, and policies of the Framework Element's Infrastructure and Public Services Chapter. Specifically, with implementation of the project, stormwater flows from the project site would not increase. In addition, the project would implement Best Management Practices to collect, detain, treat, and discharge runoff onsite before discharging into the municipal storm drain system. The project also would not exceed the available capacity within the distribution infrastructure that would serve the project site and no system upgrades would be required as a result of the project. In summary, the project would be generally consistent with the relevant goals, objectives, and policies of the Framework Element.

With regard to the Housing Element of the General Plan, the project would support the City's objectives and policies to produce an adequate supply of rental housing, expand affordable rental housing for all income groups, ensure an adequate supply of emergency and temporary housing, and provide housing facilities and supportive services for the homeless and special needs populations. The project would also promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit and encourage the integration of housing with other compatible land uses because it is a mixed-use development with affordable housing and services that is located along a major transit corridor. The project would also promote sustainable buildings by incorporating sustainable design features, including reducing indoor water use by at least 20 percent and providing water-efficient landscaping. Therefore, the project would be consistent with the applicable objectives and policies set forth in the Housing Element.

The project would be consistent with the relevant objectives and policies that support the goals of the Mobility Plan 2035. The project supports the City's policy to provide for safe passage of all modes of travel during construction by preparing and implementing a work site traffic control plan that would identify the location of any temporary street parking or sidewalk closures and provide alternative routes. The project would also promote the City's policy to design, plan, and operate streets to serve multiple purposes. Furthermore, the project recognizes all modes of travel by providing adequate vehicular access, improving pedestrian access, and providing bicycle facilities. In addition, given the location of the project site along and in close proximity to major transit corridors, the project would provide all residents, workers, and visitors convenient access to transit services. Therefore, the project would be generally consistent with the applicable policies that support the goals and objectives set forth in the Mobility Plan 2035.

Regarding the Hollywood Community Plan, the project would support the City's objective to make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Hollywood community and encourage the enhancement of the varied and distinctive residential character of the Hollywood community through the development of affordable housing units for low-income, at-risk, and homeless seniors and young adults along with services and programs that would be provided in three new buildings designed to complement and respond to the existing low- to mid-scale character of the surrounding area. The project would also promote the City's objective to provide a basis for the location and

programming of public services and utilities and encourage open space in local neighborhoods and in high density areas. In addition, the project would support the City's objective to make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic, as well as encourage the expansion and improvement of public transportation service, by developing the project site in an area well-served by public transit and promoting the use of alternative modes of transportation through the provision of bicycle parking spaces. Therefore, with the adoption of the requested general plan amendment to change the land use designation of the project site from Limited Manufacturing to General Commercial, the project would be generally consistent with the applicable objectives and policies set forth in the Hollywood Community Plan.

With regard to compliance with the LAMC, the project includes a requested general plan amendment to change the land use designation from Limited Manufacturing to General Commercial and a zone change to change the zoning from M1 to C2. The C2 zone permits a residential density in accordance with the R4 zone, which would allow the proposed 135 affordable multi-family units. Therefore, the proposed multi-family use as part of the project would be permitted with approval of the general plan amendment and vesting zone change. The project would exceed the allowable FAR under the "-1VL" height designation. The proposed "D" limitation would permit a maximum FAR of 3:1 for the entire project site, in lieu of the maximum FAR of 6:1 otherwise permitted in Height District 2. With respect to height, the proposed mid-rise buildings would be compatible with existing mid-rise buildings in the vicinity of the project site, including the Hollywood Storage building located at 1025 N. Highland Avenue (14 stories, 160 feet), the Public Storage building located at 6801 W. Santa Monica Boulevard (four stories, 46 feet 6 inches), the apartment complex located at 1221 N. McCadden Place (four stories), and the approved development at 6649–6687 W. Santa Monica Boulevard (six buildings, five to seven stories, 62 to 91 feet). Similarly, the proposed FAR would be consistent with other developments surrounding the project site, including the Lexington project directly to the east of the project site (at 6649–6687 W. Santa Monica Boulevard, 1120–1122 N. Las Palmas Avenue, 6624–6650 W. Lexington Avenue), which was approved in 2014 and includes a general plan amendment from Limited Manufacturing to General Commercial, a vesting zone change from M1 to C2, and a height district change from 1VL to 2D with the "D" limitation. The project would comply with all of the applicable setback requirements, except that the side-yard setback on the south side of the proposed youth housing building is 3 feet, while an 8-foot side-yard setback is required. As part of the requested Density Bonus pursuant to LAMC Section 12.22A.25, the project applicant has selected an "off-menu incentive to allow the 3-foot side-yard setback. The proposed setbacks exceed the setbacks for most of the surrounding buildings, which generally occupy entire parcels with little to no setback. Additionally, the project includes sufficient parking to comply with the minimum applicable parking requirements of the LAMC. In accordance with Section 12.21.A.16(a) of the LAMC, the project also includes 227 bicycle parking spaces. In addition, the project would meet the requirements set forth in Section 12.21 of the LAMC concerning the provision of onsite open space. In summary, with approval of the requested discretionary actions, the project would be generally consistent with all applicable provisions of the LAMC.

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

The project would also be generally consistent with the goals of the Los Angeles Promise Zone. The project would promote good jobs by creating new employment opportunities during construction and operation of the project. Furthermore, the LGBT Center would provide a number of services targeted at younger clients, including case management, counseling, mentoring and educational activities, and employment training and placement, thereby increasing college readiness, enrollment, and graduation through early intervention and counseling services. The project would also support homelessness prevention programs by expanding the LGBT Center's current emergency bed and transitional living programs, offering accommodation to homeless youth for periods ranging from 1 day to 90 days with respect to emergency overnight beds and up to 18 months with respect to transitional living beds.

The project would also be consistent with the applicable goals and principles set forth in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, the Updated Regional Transportation Plan/Sustainable Communities Strategy, and the Compass Growth Vision Report. Further, the project would be consistent with the applicable goals and policies set forth in the Regional Comprehensive Plan.

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

b. Land Use Compatibility

The mix of affordable housing and program and services that would be provided for low-income, at risk, and homeless senior and youth populations in the LGBT community would be similar to and compatible with existing development in the vicinity of the project site and in the Hollywood Community Plan area as a whole, including the low- to mid-rise commercial and residential uses surrounding the project site. Notably, the project would be an extension of the existing activities that already occur at the Village.

The project's height and massing would also be similar to and compatible with other mid-rise buildings in the vicinity of the project site, including the Hollywood Storage building located at 1025 N. Highland Avenue (14 stories, 160 feet), the Public Storage building located at 6801 W. Santa Monica Boulevard (four stories, 46 feet 6 inches), and the apartment complex located at 1221 N. McCadden Place (four stories). In addition, the project's height and massing would be consistent with future development such as the approved mixed-use Lexington project (to be developed at 6649–6687 W. Santa Monica Boulevard, 1120–1122 N. Las Palmas Avenue, 6624–6650 W. Lexington Avenue, directly east of the project site), which would include the development of six buildings that would be five to seven stories with heights ranging from 62 feet to 91 feet. Moreover, the project has been designed to create a visually unified site with new buildings designed to complement the existing Village and respond to the low- to mid-scale character of the surrounding area. Further, the proposed buildings include building fenestration, a variety of surface materials, and a stepped-back design to create horizontal and vertical articulation, provide visual interest, and maintain the existing urban scale to enhance the pedestrian nature of the project and immediately surrounding the project site. As such, the project represents an extension and reflection of the surrounding urban environment.

Moreover, the discretionary actions required for the project would not promote development that is incompatible with the surrounding community. The project would be a mixed-use contributor to a varied urban fabric. In this way, the project would be compatible with the types of land uses and zones in the vicinity of the project site. Therefore, the requested general plan amendment to

change the land use designation for the Project Site from Limited Manufacturing to General Commercial would be consistent and compatible with the existing conditions in the vicinity of the project site and other similarly designated development sites in the project vicinity. Similarly, the requested vesting zone change to change the zoning designation of the project site from [Q]M1 to C2 would be consistent and compatible with the surrounding commercially-zoned properties and variety of land uses interspersed together in this area of Hollywood. Additionally, the requested height district change (from Height District 1 to Height District 2 or 1VL to 2D) would also be consistent with the heights of the existing and proposed mixed-use structures in the vicinity of the project site, as discussed above.

In addition, the proposed narrowing of portions of N. McCadden Place between Santa Monica Boulevard and Lexington Avenue and the installation of a raised speed table with a crosswalk on N. McCadden Place between the existing Village courtyard and the proposed plaza are intended to allow wider sidewalks, enhance the safety and aesthetic of the pedestrian environment between the East Site and the West Site and facilitate the joint and intermittent use of the existing Village courtyard and the proposed new plaza adjacent to N. McCadden Place on the East Site for events/activities. These improvements would not affect access to the surrounding community.

Based on the analysis above, the project will be compatible with surrounding land uses and zones and will not substantially or adversely change the existing land use relationships between the project site and existing and approved offsite uses. In addition, the project will not physically divide an established community. Therefore, impacts related to land use compatibility will be less than significant.

c. Cumulative

As with the project, the related projects would be required to comply with relevant land use policies and regulations. Therefore, the project and the related projects will not have cumulatively significant land use impacts. In addition, as the project would generally be consistent with applicable land use plans and zoning standards, the project will not incrementally contribute to cumulative inconsistencies with respect to land use plans and zoning standards. Therefore, cumulative impacts with regard to the regulatory framework will not be cumulatively considerable and cumulative impacts will be less than significant.

With regard to land use compatibility, there are numerous related projects located within a few blocks of the project site. The related developments comprise a variety of uses, including apartments, condominiums, office, restaurants, and retail uses, as well as mixed-use developments incorporating some or all of these elements. The project would be compatible with the various developments planned throughout the surrounding vicinity, including the nearest related project s to the Project site (Related Project Nos. 7 and 28), as well as with existing uses in the immediate area. In addition, while the project in combination with the related projects represent a continuing trend of infill development at increased densities, future development, inclusive of the project, would also serve to modernize the project vicinity and provide sufficient infrastructure and amenities to serve the needs of a growing population, in particular the at-risk segment of the LGBT community. Such related projects are not expected to fundamentally alter the existing land use relationships in the community, but rather would concentrate development on particular sites and promote a synergy between existing and new uses, as demonstrated by the project's integration of the existing Village into the project.

Furthermore, as discussed above, the project's proposed mix of residential and commercial uses would be compatible with surrounding land uses. Also, the project has been designed to create a visually unified site with new buildings designed to complement the existing Village and respond

to the low- to mid-scale character of the surrounding area.

For these reasons, the project's incremental contribution with respect to land use compatibility will not be cumulatively considerable and the cumulative impact of the project and the related projects on land use compatibility will be less than significant.

2. Project Design Features

No project design features are included in the EIR with regard to land use.

3. Mitigation Measures

No mitigation measures are included in the EIR with regard to land use.

Project impacts and cumulative impacts related to land use consistency with applicable land use plans will be less than significant. Project impacts and cumulative impacts with respect to related to land use compatibility will be less than significant. No mitigations are required.

The project will be generally consistent with applicable goals, policies, and objectives in local and regional plans that govern development of the project site. Specifically, the project would support and would be generally consistent with the Framework Element, the Housing Element, Mobility Plan 2035, the Hollywood Community Plan, the LAMC, the Hollywood Signage Supplemental Use District, the Los Angeles Promise Zone, the Regional Transportation Plan/Sustainable Communities Strategy, the Compass Growth Vision Report, and the Regional Comprehensive Plan. Therefore, the project will not be in substantial conflict with applicable land use plans and the impact related to land use consistency will be less than significant.

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

With regard to cumulative impacts, as with the project, the related projects would be required to comply with relevant land use policies and regulations. Therefore, the project and the related projects will not have cumulatively significant land use impacts. As such, cumulative impacts with regard to the regulatory framework will not be cumulatively considerable and cumulative impacts will be less than significant.

With regard to cumulative land use compatibility impacts, the project would be compatible with the various developments planned throughout the surrounding vicinity, including the nearest related projects to the project site (Related Project Nos. 7 and 28), as well as with existing uses in the immediate area. In addition, related projects are not expected to fundamentally alter the existing land use relationships in the community, but rather would concentrate development on particular sites and promote a synergy between existing and new uses, as demonstrated by the project's integration of the existing Village into the project. Furthermore, the project's proposed mix of residential and commercial uses would be compatible with surrounding land uses. Therefore, the project 's incremental contribution with respect to land use compatibility will not be cumulatively considerable and the cumulative impact of the project and the related projects on land use compatibility will be less than significant.

F. Noise

1. Description of Effects

a. Offsite Construction Noise

The noise level generated by construction trucks would be consistent with the existing daytime ambient noise level along Santa Monica Boulevard, as measured at receptor location R5, and will be below the 5 dBA significance threshold. The estimated construction truck noise levels represent the worst-case construction phase. During other construction phases, the number of construction trucks would be lower, which would result in lower noise levels. Therefore, temporary noise impacts from offsite construction traffic will be less than significant.

b. Offsite Construction Vibration (building damage)

Construction trucks (i.e., haul, delivery, and concrete trucks) would generate ground-borne vibration as they travel along the project's anticipated haul route. There are existing buildings along the project's anticipated haul route (i.e., Sunset Boulevard) that are approximately 20 feet from the right-of-way and would be exposed to ground-borne vibration levels of approximately 0.022 PPV or 75 VdB. The estimated vibration generated by the construction trucks along the haul route will be well below the most stringent building damage threshold of 0.12 PPV for buildings extremely susceptible to vibration. Therefore, potential building damage impacts from construction truck vibration will be less than significant.

c. Operational Noise

Primary noise sources associated with operation of the project would include mechanical equipment, outdoor spaces, parking facilities, trash collection areas, and traffic on nearby roadways.

With regard to onsite noise from mechanical equipment, project-related outdoor mechanical equipment would be designed so as not to increase the existing ambient noise levels by 5 dBA. Specifically, the project would comply with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise levels on the premises of other occupied properties by more than 5 dBA. In addition, as provided in project Design Feature F-3, all outdoor mounted mechanical equipment will be enclosed or screened from offsite noise-sensitive receptors. Noise from the project's mechanical equipment is estimated to range from 37.5 dBA (Leq) at receptor location R1 to 56.0 dBA (Leq) at receptor location R3, which will be below the applicable 5 dBA threshold (based on the nighttime ambient). Therefore, noise impacts from mechanical equipment will be less than significant.

With regard to outdoor spaces, the estimated noise levels at all offsite receptor locations will be below the significance threshold of 5 dBA (Leq) above ambient noise levels, even without the existing courtyard events included in the baseline ambient. As such, noise impacts from use of the outdoor areas will be less than significant.

Since the subterranean parking levels would be fully enclosed on all sides, noise generated within the parking garage would be effectively shielded from the offsite sensitive receptors located in the vicinity to the project site. Furthermore, noise associated with the project's enclosed parking would be less than the noise generated within the existing open surface parking lots. Noise from the subterranean parking structure is estimated to range from 27.7 dBA (Leq) at receptor location R4 to 56.9 dBA (Leq) at receptor location R3, which will be below the 5 dBA threshold. Therefore, the noise levels associated with the subterranean parking garage would not increase the ambient

noise levels at the offsite sensitive receptors by more than 5 dBA. As such, noise impacts associated with the project's parking facilities will be less than significant.

In addition, noise sources associated with the trash collection area would include a trash compactor and trash compactor would be fully enclosed. However, to represent a worst-case analysis the noise analysis assumes the trash compactor would be located outdoors. The estimated noise levels at all offsite receptor locations will be below the significance threshold of 5 dBA (Leq) above ambient noise levels. Therefore, noise impacts from trash compactor operations will be less than significant.

The project would result in a maximum 0.2 dBA (CNEL) increase in traffic noise along Lexington Avenue (east of Highland Avenue). At other analyzed roadway segments, the increase in traffic-related noise levels would be 0.1 dBA or lower. In addition, the Existing Plus project analysis is conservative as baseline ambient mobile noise levels are expected to increase by the time the project is completed. Therefore, offsite traffic noise impacts associated with Existing Plus project conditions will be less than significant.

Furthermore, the project would result in an increase in composite noise levels ranging from 0.1 dBA at receptor locations R4 and R5 to 3.4 dBA at receptor location R3. The composite noise levels from the project at the offsite receptor locations will be below both the 3 dBA significance threshold (applicable to receptor location R5 as the composite noise level falls within the unacceptable land use category) and the 5 dBA significance threshold (applicable to receptor locations R1 to R4 as the composite noise levels fall within the acceptable land use category). As such, composite noise level impacts due to project operations will be less than significant.

d. Land Use Compatibility

Based on the measured ambient noise levels, the exterior noise levels at the project site range from 64.9 dBA CNEL at the eastern boundary of the project site (measured at receptor location R3) to 74.0 dBA CNEL at the southern property line facing Santa Monica Boulevard (measured at receptor location R1 and adjusted for distance to future building location). According to the City of Los Angeles Guidelines for Noise Compatible Land Use, the project site would be considered "conditionally acceptable" for commercial development (up to 75 dBA CNEL) and "normally unacceptable" for multi-family residential development (between 70 and 75 dBA CNEL). In accordance with Section 91.1207.11.2 of the LAMC and Section 5.507 of the 2013 California Green Building Standards Code, necessary noise insulation features would be included in the final design of the project to achieve an interior noise environment that does not exceed 45 dBA CNEL in the interior of the residential uses and 50 dBA Leq in the interior of the non-residential uses. Therefore, noise impacts associated with land use compatibility will be less than significant.

e. Cumulative

i. Offsite Construction Noise

Offsite construction haul trucks would have a potential to result in cumulative impacts if the trucks for the related projects and the project were to utilize the same haul route. It is estimated that up to 194 truck trips per hour could occur along Santa Monica Boulevard without exceeding the significance thresholds of 5 dBA above ambient. If the total number of trucks from the project and related projects were to add up to 195 truck trips or more per hour along Santa Monica Boulevard, the estimated noise level from 195 truck trips or more per hour would be 76.9 dBA, which would exceed the ambient noise levels by 5 dBA and exceed the significance thresholds. Based on the existing traffic counts for Santa Monica Boulevard (between the project site and the US-101

Freeway), the peak hour truck volume is approximately 70 truck trips (total of eastbound and westbound truck traffic). The traffic counts were taken during a period of relatively high construction activity in the Hollywood area. Thus, it is reasonable to foresee that truck traffic related to construction of the project and other related projects, while potentially incrementally adding to the current number of trucks on Santa Monica Boulevard, will not add an additional 195 or more hourly truck trips, which is equivalent to almost three times the current truck volume on Santa Monica Boulevard. Therefore, the cumulative noise due to construction truck from the project and other related projects will likely not exceed the ambient noise levels along the haul route by 5 dBA. As such, cumulative noise impacts from offsite construction will be less than significant.

ii. Onsite Construction Vibration (building damage)

Ground-borne vibration decreases rapidly with distance. The nearest related project to the project site is Related Project No. 28, which is approximately 55 feet east of the project site. Due to the rapid attenuation characteristics of ground-borne vibration and given the distance of the nearest related project to the project site, there is no potential for a cumulative construction vibration impact with respect to building damage associated with ground-borne vibration from onsite sources.

iii. Offsite Construction Vibration (building damage)

There are existing buildings along the anticipated haul route for the project (i.e., Santa Monica Boulevard) that are approximately 20 feet from the right-of-way. These buildings would be anticipated to be exposed to ground-borne vibration levels of approximately 0.022 PPV. Trucks from the related projects would be expected to generate similar ground-borne vibration levels. Therefore, the vibration levels generated from offsite construction trucks associated with the project and other related projects along the anticipated haul route will be well below the most stringent building damage threshold of 0.12 PPV for buildings extremely susceptible to vibration. Therefore, potential cumulative vibration impacts with respect to building damage from offsite construction will be less than significant.

iv. Operational Noise

Due to provisions set forth in the LAMC that limit stationary source noise from items such as roof-top mechanical equipment, noise levels will be less than significant at the property line for each related project. In addition, noise impacts associated with operations within the project site will be less than significant. Therefore, based on the distance of the related projects from the project site and the operational noise levels associated with the project, cumulative stationary source noise impacts associated with operation of the project and related projects will be less than significant.

With regard to offsite mobile noise sources, the project and related projects in the area would produce traffic volumes (offsite mobile sources) that would generate roadway noise. Cumulative traffic volumes would result in a maximum increase of 0.9 dBA (CNEL) along the roadway segments of Cahuenga Boulevard (north of Santa Monica Boulevard) and Santa Monica Boulevard (between La Brea Avenue and Cahuenga Boulevard), which will be below the relevant 3 dBA significance threshold (applicable when noise levels fall within the normally unacceptable category). At all other analyzed roadway segments, the increase in cumulative traffic noise will be less than 0.9 dBA (CNEL). Therefore, cumulative noise impacts due to offsite mobile noise sources associated with the project, future growth, and related projects will be less than significant.

2. Project Design Features

Project Design Feature F-3: All outdoor mounted mechanical equipment would be enclosed or screened from offsite noise-sensitive receptors.

Project Design Feature F-4: Trash collection areas shall be fully enclosed.

Project Design Feature F-5: Outdoor amplified sound systems would be designed so as not to exceed a maximum noise level of 79 dBA (Leq) at a distance of 50 feet from the amplified sound system.

3. Mitigation Measures

No mitigation measures are included in the EIR with regard to the above noise issues.

Noise impacts from offsite construction traffic, potential building damage impacts from construction truck vibration, operational noise impacts, and noise impacts associated with land use compatibility will be less than significant. Cumulative noise impacts from offsite construction will be less than significant. Cumulative construction vibration impacts with respect to building damage associated with ground-borne vibration from onsite sources would not occur. Cumulative vibration impacts with respect to building damage from offsite construction will be less than significant. Cumulative operational noise impacts of the project and related projects will be less than significant. No mitigations are required.

The implementation of Project Design Features F-3 to F-5 would ensure that the above noise impacts remain less than significant.

The noise level generated by construction trucks will be below the 5 dBA significance threshold. Therefore, temporary noise impacts from offsite construction traffic will be less than significant.

The estimated vibration generated by the construction trucks along the haul route will be well below the most stringent building damage threshold of 0.12 PPV for buildings extremely susceptible to vibration. Therefore, potential building damage impacts from construction truck vibration will be less than significant.

Operational noise from the project's onsite noise sources and offsite noise sources will be below the applicable significance thresholds. Furthermore, the composite noise levels from the project at the offsite receptor locations will be below both the 3 dBA significance threshold and the 5 dBA significance threshold. Therefore, operational noise impacts from onsite and offsite noise sources will be less than significant.

According to the City of Los Angeles Guidelines for Noise Compatible Land Use, the project site would be considered "conditionally acceptable" for commercial development (up to 75 dBA CNEL) and "normally unacceptable" for multi-family residential development (between 70 and 75 dBA CNEL). In accordance with Section 91.1207.11.2 of the LAMC and Section 5.507 of the 2013 California Green Building Standards Code, necessary noise insulation features would be included in the final design of the project to achieve an interior noise environment that does not exceed 45 dBA CNEL in the interior of the residential uses and 50 dBA Leq in the interior of the non-residential uses. Therefore, noise impacts associated with land use compatibility will be less than significant.

Offsite construction haul trucks would have a potential to result in cumulative impacts if the trucks for the related projects and the project were to utilize the same haul route. It is estimated that up to 194 truck trips per hour could occur along Santa Monica Boulevard without exceeding the significance thresholds of 5 dBA above ambient. Based on the existing traffic counts for Santa Monica Boulevard (between the project site and the US-101 Freeway), the peak hour truck volume is approximately 70 truck trips (total of eastbound and westbound truck traffic). Thus, it is reasonable to foresee that truck traffic related to construction of the project and other related projects, while potentially incrementally adding to the current number of trucks on Santa Monica Boulevard, will not add an additional 195 or more hourly truck trips, which is equivalent to almost three times the current truck volume on Santa Monica Boulevard. Therefore, the cumulative noise due to construction truck from the project and other related projects will likely not exceed the ambient noise levels along the haul route by 5 dBA. As such, cumulative noise impacts from offsite construction will be less than significant.

The nearest related project to the project site is Related Project No. 28, which is approximately 55 feet east of the project site. Due to the rapid attenuation characteristics of ground-borne vibration and given the distance of the nearest related project to the project site, there is no potential for a cumulative construction vibration impact with respect to building damage associated with ground-borne vibration from onsite sources.

The vibration levels generated from offsite construction trucks associated with the project and other related projects along the anticipated haul route will be well below the most stringent building damage threshold of 0.12 PPV for buildings extremely susceptible to vibration. Therefore, potential cumulative vibration impacts with respect to building damage from offsite construction will be less than significant.

Based on the distance of the related projects from the project site and the operational noise levels associated with the project, cumulative stationary source noise impacts associated with operation of the project and related projects will be less than significant.

Cumulative traffic volumes would result in a maximum increase of 0.9 dBA (CNEL) along the roadway segments of Cahuenga Boulevard (north of Santa Monica Boulevard) and Santa Monica Boulevard (between La Brea Avenue and Cahuenga Boulevard), which will be below the relevant 3 dBA significance threshold (applicable when noise levels fall within the normally unacceptable category). Therefore, cumulative noise impacts due to offsite mobile noise sources associated with the project, future growth, and related projects will be less than significant.

G. Public Services—Fire Protection

1. Description of Effects

a. Construction

Construction activities have the potential to result in accidental onsite fires by exposing combustible materials to fire risks from machinery and equipment sparks, and from exposed electrical lines, chemical reactions in combustible materials and coatings, and lighted cigarettes. Given the nature of construction activities and the work requirements of construction personnel, the Occupational Safety & Health Administration has developed safety and health provisions for implementation during construction, which are set forth in 29 Code of Federal Regulations, Part No. 1926. In accordance with these regulations, construction managers and personnel would be trained in emergency response and fire safety operations, which include the monitoring and management of life safety systems and facilities, such as those set forth in the Safety and Health Regulations for Construction established by the Occupational Safety and Health Administration.

Additionally, in accordance with the provisions of the Occupational Safety & Health Administration, fire suppression equipment specific to construction would be maintained onsite. Project construction would also occur in compliance with all applicable federal, State, and local requirements concerning the handling, disposal, use, storage, and management of hazardous materials.

Construction of the project could also potentially impact the provision of LAFD services in the vicinity of the project site as a result of construction impacts to the surrounding roadways. Specifically, access to the project site and the surrounding vicinity could be impacted by project-related construction activities, such as roadway/access improvements and the construction of utility line connections. Construction activities also would generate traffic associated with the movement of construction equipment, the hauling of soil and construction materials to and from the project site, and construction worker traffic. However, the study intersections along Santa Monica Boulevard, including at La Brea Avenue, Highland Avenue, Las Palmas Avenue, Wilcox Avenue, and at Cahuenga Boulevard, are all currently operating at LOS D or better during both the morning and afternoon peak hours.

In addition, since construction of the project would generate significantly fewer trips than during operation of the project and since the project's operational traffic impacts will be less than significant at all study intersections, the project therefore will not cause substantial delays and disruption of existing traffic flow during construction, and construction traffic impacts associated with the project will be less than significant. Also, given the permitted hours of construction and nature of construction projects, most of the construction worker trips would occur outside the typical weekday commuter morning and afternoon peak periods, thereby reducing the potential for traffic-related conflicts. The project applicant would also prepare and submit a work site traffic control plan to LADOT prior to the start of construction pursuant to Project Design Feature H-1 to ensure that adequate and safe access remains available within and near the project site during construction activities.

Based on the above, temporary construction activities associated with the project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility in order to maintain service. Therefore, impacts to fire protection and emergency medical services during construction of the project will be less than significant.

b. Operation

i. Facilities and Equipment

The project site is currently and would continue to be served by Fire Station No. 27, which is the "first-in" station for the project site, located approximately 0.7 mile northeast of the project site. Fire Stations No. 41 and No. 82, located approximately 1.3 miles and 2.0 miles northwest and northeast of the project site, respectively, would continue to be available to serve the project site in the event of an emergency.

The project would result in a total residential population of 429 residents. In addition, the project's retail and office uses are forecast to require approximately 214 employees. The project's population would increase the demand for LAFD fire protection and emergency medical services compared to existing conditions. However, the project would implement all applicable City Building Code and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, etc. In addition, it is noted that since the project site would be located within the required response distance from a fire station with an engine or truck company, pursuant to Section 57.507.3.3 of the LAMC, the buildings proposed as part of the project would not be required to be

constructed with automatic fire sprinkler systems. Notwithstanding, to enhance fire safety, as provided in project Design Feature G.1-1, the project includes the installation of automatic fire sprinklers in all proposed buildings, which would reduce the demand placed on the LAFD.

Compliance with applicable regulatory requirements would ensure that adequate fire prevention features would be provided that would reduce the demand on LAFD facilities and equipment. In addition, in accordance with the fire protection-related goals, objectives, and polices set forth in the Framework Element, the Safety Element, and the Community Plan, the City along with LAFD would continue to monitor the demand for existing and projected fire facilities (Objective 9.16 of the Framework Element, Policy 2.1.6 of the Safety Element, and Fire Protection Policy 1 of the Community Plan) and coordinate the development of new fire facilities to be phased with growth (Objective 9.18 of the Framework Element). Also, the fire station that serves the project area has been recently upgraded with new facilities and equipment. Therefore, given LAFD's fire/life safety plan review, LAFD's fire/life safety inspection, and LAFD's continued evaluation of existing fire facilities, impacts with regard to LAFD facilities and equipment will be less than significant.

ii. Response Distance, Emergency Access, and Response Times

Section 57.507.3.3 of the LAMC provides that the maximum response distance from fire stations with an engine company is 1.5 miles and the maximum response distance from fire stations with a truck company is 2 miles for land uses in the High Density Residential and Neighborhood Commercial category, such as the project. Fire Station No. 27, which would serve as the "first-in" fire station to the project site, is located approximately 0.7 mile away and is equipped with one engine, one truck, one pump, three ambulances, and one urban search and rescue. Therefore, the project will fall within LAFD's maximum prescribed response distances from a fire station with an engine company and a truck company.

Emergency vehicles would access the project site from Santa Monica Boulevard, McCadden Place, and Las Palmas Avenue. Based on the project site's location within a highly urbanized area of the City, the streets surrounding the project site were designed as standard streets in terms of pavement width and thickness, curb and gutter, and horizontal and vertical curvature. Therefore, the street system surrounding the project site is not considered substandard. In addition, the project's driveways and internal circulation would be designed to incorporate all applicable City Building Code and Fire Code requirements regarding site access, including providing adequate emergency vehicle access. Compliance with applicable City Building Code and Fire Code requirements, including emergency vehicle access, would be demonstrated as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in Section 57.118 of the LAMC, prior to the issuance of a building permit. Furthermore, the proposed narrowing of portions of N. McCadden Place between Santa Monica Boulevard and Lexington Avenue would not include the installation of barriers that could impede emergency vehicle access within and in the vicinity of the project site. The project does not include any improvements along the other streets surrounding the project site which could impede emergency vehicle access. As such, existing emergency access to the project site and surrounding uses would be maintained during operation of the project. Therefore, the project will not significantly impact emergency vehicle access to the project site and surrounding uses and the project is not anticipated to impair the LAFD from responding to emergencies at the project site or the surrounding area.

With regard to response times, the project would introduce new uses to the project site which would generate additional traffic in the vicinity of the project site. Project-related traffic would have the potential to increase emergency vehicle response times to the project site and

surrounding properties due to travel time delays caused by the additional traffic. With the addition of project traffic to the study intersections, none of the study intersections would experience a change to the volume-to-capacity ratio or delay that would exceed the significance thresholds. Accordingly, the project is not anticipated to substantially affect existing response times in the service areas of Fire Station No. 27, Fire Station No. 41, and Fire Station No. 82. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, the LAFD initiated a major reorganization of the Department's Emergency Services Bureau, creating four distinct geographic bureaus, each with a Deputy Chief reporting directly to the LAFD Chief Deputy of Emergency Operations. The bureaus will operate during normal weekday business hours and bureau commanders and staff will be available 24/7 to respond to significant emergencies. The new four bureau system makes the LAFD more effective and responsive to the needs of those within the community.

Overall, impacts with regard to response distance, emergency access, and response times will be less than significant.

iii. Fire Flow

The existing water infrastructure can deliver flows up to 1,400 gallons per minute with a residual pressure of up to 89 psi, which far exceeds the 20 psi requirement for the surrounding public hydrants. The project would include the installation of automatic fire sprinklers in all proposed buildings, which would reduce or eliminate the public hydrant demands. Installation of the proposed automatic fire sprinklers would be subject to LAFD review and approval during LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for the project, as set forth in Section 57.118 of the LAMC. The proposed fire sprinkler system is estimated to require up to approximately 1,000 gallons per minute for the East Site. Based on pressure flow reports obtained from LADWP, the existing water infrastructure can deliver flows up to 1,400 gallons per minute with a residual pressure of up to 89 psi. Therefore, LADWP would be able to supply sufficient flow and pressure to satisfy the needs of the fire suppression for the project. Furthermore, the locations of the existing public hydrants relative to the project site would be reviewed by the LAFD and the LAFD would make a determination regarding hydrant spacing requirements. Therefore, with construction of the proposed fire water system improvements (connections to the existing water mains), and (if required) the installation of additional fire hydrant(s) within the public right-of-way to meet the hydrant spacing requirements set forth in Section 57.507.3.2 of the LAMC, the project will meet the fire flow requirements. Impacts with regard to fire flow will be less than significant.

c. Cumulative

The increase in development and residential service populations from the project and related projects could result in a cumulative increase in the demand for LAFD services and could have a cumulative impact on fire services. Similar to the project, the related projects and other development in the City would be required to implement all applicable City Building Code and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, etc. As with the project, other related projects may also include the installation of automatic fire sprinklers to enhance fire safety, which would further reduce the demand placed on the LAFD facilities and equipment. The project as well as the related projects would also generate revenues to the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new fire station facilities and related staffing, as deemed appropriate.

In addition, in accordance with the fire protection-related goals, objectives, and polices set forth in the Framework Element, the Safety Element, and the Community Plan, the City along with LAFD would also continue to monitor population growth and land development in the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the required level of service. Therefore, given LAFD's fire/life safety plan review, LAFD's fire/life safety inspection, and LAFD's continued evaluation of existing fire facilities, cumulative impacts with regard to LAFD facilities and equipment will be less than significant.

Given that the project site is located within an urban area, each of the related projects identified in the area would likewise be developed within urbanized locations that fall within an acceptable distance from one or more existing fire stations. Additionally, in accordance with Fire Code requirements, if the related projects would not be within the acceptable distance from a fire station, that related project would be required to install an automatic fire sprinkler system to comply with response distance requirements. Similarly, as with the project, related projects would be required to comply with all applicable City Building Code and Fire Code requirements regarding site access, including providing adequate emergency vehicle access. Furthermore, with regard to response times, the project and related projects would introduce new uses to the project site which would generate additional traffic in the vicinity of the project site. Traffic from the project and related projects would have the potential to increase emergency vehicle response times to the project site and surrounding properties due to travel time delays caused by the additional traffic. With the addition of project traffic to the study intersections, none of the study intersections would experience a change to the volume-to-capacity ratio or delay that would exceed the significance thresholds. Accordingly, the project is not anticipated to substantially affect existing response times in the service areas of Fire Station No. 27, Fire Station No. 41, and Fire Station No. 82, and the project will not contribute to a cumulative impact regarding response times. Notwithstanding, it is noted that the LAFD has initiated a major reorganization of the Department's Emergency Services Bureau, creating four distinct geographic bureaus, each with a Deputy Chief reporting directly to the LAFD Chief Deputy of Emergency Operations. The bureaus operate during normal weekday business hours and bureau commanders and staff are available 24/7 to respond to significant emergencies. The new four bureau system makes the LAFD more effective and responsive to the needs of those within the community. Also, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic.

Based on the above, the project's contribution to cumulative impacts to fire protection will not be cumulatively considerable. The project, when considered together with the related project s, will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable fire protection emergency services. In any event, cumulative impacts on fire protection will be less than significant.

2. Project Design Features

Project Design Feature G.1-1: The project shall install automatic fire sprinklers in all proposed buildings.

3. Mitigation Measures

No mitigation measures are included in the EIR with regard to fire protection.

Impacts to fire protection and emergency medical services during construction of the project, and impacts with regard to LAFD facilities and equipment will be less than significant. Impacts with regard to response distance, emergency access, and response times will be less than significant. Impacts with regard to fire flow will be less than significant. Cumulative impacts on fire protection will be less than significant. No mitigation are required.

The implementation of Project Design Feature G.1-1 would ensure that impacts to fire protection remain less than significant.

In accordance with applicable regulations, construction managers and personnel would be trained in emergency response and fire safety operations, which include the monitoring and management of life safety systems and facilities. Additionally, in accordance with the provisions of the Occupational Safety & Health Administration, fire suppression equipment specific to construction would be maintained onsite. Project construction would also occur in compliance with all applicable federal, State, and local requirements concerning the handling, disposal, use, storage, and management of hazardous materials. In addition, the project will not cause substantial delays and disruption of existing traffic flow during construction. Also, given the permitted hours of construction and nature of construction projects, most of the construction worker trips would occur outside the typical weekday commuter morning and afternoon peak periods, thereby reducing the potential for traffic-related conflicts. The project applicant would also prepare and submit a work site traffic control plan to LADOT prior to the start of construction pursuant to Project Design Feature H-1 to ensure that adequate and safe access remains available within and near the Project Site during construction activities. Therefore, impacts to fire protection and emergency medical services during construction of the project will be less than significant.

With regard to operation, the project would implement all applicable City Building Code and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, etc. In addition, to enhance fire safety, the project includes the installation of automatic fire sprinklers in all proposed buildings, which would reduce the demand placed on the LAFD. Compliance with applicable regulatory requirements would also ensure that adequate fire prevention features would be provided that would reduce the demand on LAFD facilities and equipment. Therefore, given LAFD's fire/life safety plan review, LAFD's fire/life safety inspection, and LAFD's continued evaluation of existing fire facilities, impacts with regard to LAFD facilities and equipment will be less than significant.

Fire Station No. 27, which would serve as the "first-in" fire station to the project site, is located approximately 0.7 mile away and is equipped with one engine, one truck, one pump, three ambulances, and one urban search and rescue. Therefore, the project will fall within LAFD's maximum prescribed response distances from a fire station with an engine company and a truck company. In addition, the project's driveways and internal circulation would be designed to incorporate all applicable City Building Code and Fire Code requirements regarding site access, including providing adequate emergency vehicle access. Furthermore, with the addition of project traffic to the study intersections, none of the study intersections would experience a change to the volume-to-capacity ratio or delay that would exceed the significance thresholds. Accordingly, the project is not anticipated to substantially affect existing response times in the service areas of Fire Station No. 27, Fire Station No. 41, and Fire Station No. 82. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Overall, impacts with regard to response distance, emergency access, and response times will be less than significant.

The project would include the installation of automatic fire sprinklers in all proposed buildings, which would reduce or eliminate the public hydrant demands. Installation of the proposed automatic fire sprinklers would be subject to LAFD review and approval during LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for the project, as set forth in Section 57.118 of the LAMC. In addition, LADWP would be able to supply sufficient flow and pressure to satisfy the needs of the fire suppression for the project. Furthermore, the locations of the existing public hydrants relative to the project site would be reviewed by the LAFD and the LAFD would make a determination regarding hydrant spacing requirements. Therefore, with construction of the proposed fire water system improvements (connections to the existing water mains), and (if required) the installation of additional fire hydrant(s) within the public right-of-way to meet the hydrant spacing requirements set forth in Section 57.507.3.2 of the LAMC, the project will meet the fire flow requirements. Impacts with regard to fire flow will be less than significant.

With regard to cumulative impacts, similar to the project, the related projects and other development in the City would be required to implement all applicable City Building Code and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, etc. As with the project, other related projects may also include the installation of automatic fire sprinklers to enhance fire safety, which would further reduce the demand placed on the LAFD facilities and equipment. The project as well as the related projects would also generate revenues to the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new fire station facilities and related staffing, as deemed appropriate. Overall, the project's contribution to cumulative impacts to fire protection will not be cumulatively considerable. The project, when considered together with the related projects, will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable fire protection emergency services. In any event, cumulative impacts on fire protection will be less than significant.

H. Public Services—Police Protection

1. Description of Effects

a. Construction

Construction sites can be sources of nuisances and hazards and invite theft and vandalism. When not properly secured, construction sites can contribute to a temporary increased demand for police protection services. As provided in Project Design Feature G.2-1, the project applicant will implement temporary security measures including security fencing, lighting, and locked entry to secure the project site during construction. With implementation of these measures, potential impacts associated with theft and vandalism during construction activities will be less than significant.

Construction of the project could also potentially impact the provision of LAPD police protection services and police response times in the vicinity of the project site as a result of construction impacts on the surrounding roadways. Specifically, access to the project site and the surrounding vicinity could be impacted by project-related construction activities, such as roadway/access improvements and the construction of utility line connections. Construction activities would also generate traffic associated with the movement of construction equipment, the hauling of soil and construction materials to and from the project site, and construction worker traffic. Therefore, although construction activities would be short-term and temporary for the area, project construction activities could temporarily increase response times for police vehicles along Santa

Monica Boulevard, adjacent to the project site, and other main connectors due to travel time delays caused by traffic during the project's construction phase. However, since construction of the project would generate significantly fewer trips than during operation of the project and since the project's operational traffic impacts will be less than significant at all study intersections, the project therefore will not cause substantial delays and disruption of existing traffic flow during construction, and construction traffic impacts associated with the project will be less than significant. Also, given the permitted hours of construction and nature of construction projects, most of the construction worker trips would occur outside the typical weekday commuter morning and afternoon peak periods, thereby reducing the potential for traffic-related conflicts. In addition, the project applicant will prepare and submit a work site traffic control plan to LADOT prior to the start of construction. Further, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, impacts on police protection services during project construction will be less than significant.

b. Operation

The project would be served by the Hollywood Community Police Station. With the project's estimated 636 new residents, the officer-per-resident ratio in the Hollywood Community Police Station service area would slightly decrease from 2.84 officers per 1,000 residents to 2.83 officers per 1,000 residents. This would result in a change in officer-per-resident ratio of less than one percent, which would not be a significant change.

Assuming that the annual crime rate would remain constant at 0.064 crime per capita, the conservative service population of the project could potentially generate approximately 41 crimes per year. The total annual number of reported crimes in the service area of the Hollywood Community Police Station could therefore increase from 8,277 crimes to approximately 8,318 crimes, an increase of approximately less than one percent. As provided in Project Design Features G.2-2 through G.2-5, the project applicant will implement numerous operational design features to enhance safety within and immediately surrounding the project site. In addition, as it already does with respect to its existing facilities in Hollywood, the LGBT Center would coordinate closely with the LAPD to maintain a safe and secure environment in and around the project site and thereby minimize the project 's impact on police protection services. Furthermore, the project would generate revenues for the City's Municipal Fund that could be applied in part toward the provision of new police facilities and related staffing in the Hollywood community, as deemed appropriate, notwithstanding that the project 's impact on police protection services will not require the construction of any such new facilities.

With regard to response times, the project would introduce new uses to the project site which would generate additional traffic in the vicinity of the project site. Project-related traffic would have the potential to increase emergency vehicle response times to the project site and surrounding properties due to travel time delays caused by the additional traffic. However, as traffic impacts at all study intersections would be less than significant during both the A.M. and P.M. peak periods under Future Plus project Conditions, the project is not anticipated to substantially affect existing response times in the service area of the Hollywood Community Police Station. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic.

c. Cumulative

The project, as well as the related projects, would generate revenues to the City's Municipal Fund that could be applied toward the provision of new facilities and related staffing, as deemed

appropriate. In addition, in accordance with the police protection-related goals, objectives, and policies set forth in the Framework Element, the LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, the LAPD's resource needs would be identified and monies allocated according to the priorities at the time. In addition, it is anticipated that the related projects would implement project design features and mitigation similar to the project, which would reduce cumulative operational impacts to police protection services.

With regard to response times, the project and related projects would introduce new uses to the project site which would generate additional traffic in the vicinity of the project site. Traffic from the project and related projects would have the potential to increase emergency vehicle response times to the Project site and surrounding properties due to travel time delays caused by the additional traffic. With the addition of project traffic to the study intersections, the project is not anticipated to substantially affect existing response times in the service areas of the Hollywood Community Police Station, and the project would not contribute to a cumulative impact regarding response times. Also, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic.

2. Project Design Features

Project Design Feature G.2-1: During construction, the project applicant shall implement appropriate temporary security measures, including security fencing, lighting, and locked entry.

Project Design Feature G.2-2: During operation, the project shall include private onsite security, a closed circuit security camera system, and keycard entry for the residential buildings and the residential parking areas.

Project Design Feature G.2-3: The project shall include sufficient lighting of building entries and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings.

Project Design Feature G.2-4: The project shall include sufficient lighting of parking structures, elevators, and lobbies to reduce areas of concealment.

Project Design Feature G.2-5: The project entrances to, and exits from, buildings, open spaces around buildings, and pedestrian walkways shall be designed, to the extent practicable, to be open and in view of surrounding sites.

3. Mitigation Measures

Although the project would have a less than significant impact on police protection, the following mitigation measures are recommended to further reduce the less-than-significant impacts of the project:

Mitigation Measure G.2-1: Prior to the issuance of a building permit, the project applicant shall consult with the Los Angeles Police Department's Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the project, including applicable features in the Los Angeles Police Department's Design Out Crime Guidelines.

Mitigation Measure G.2-2: Prior to the issuance of a certificate of occupancy, the project applicant shall submit a diagram of the project site to the Los Angeles Police Department West Bureau Commanding Officer that includes access routes and any additional information that might facilitate police response.

Impacts on police protection services during project construction will be less than significant. Impacts on police protection services during operation of the project will be less than significant. Cumulative impacts on police protection services will be less than significant. No mitigations are required.

The implementation of Project Design Features G.2-1 to G.2-5 and Mitigation Measures G.2-1 to G.2-2 would ensure that impacts to police protection services remain less than significant.

As provided in Project Design Feature G.2-1, the project applicant will implement temporary security measures including security fencing, lighting, and locked entry to secure the project site during construction. With implementation of these measures, potential impacts associated with theft and vandalism during construction activities will be less than significant.

Construction of the project would generate significantly fewer trips than during operation of the project. Since the project's operational traffic impacts will be less than significant at all study intersections, the project therefore will not cause substantial delays and disruption of existing traffic flow during construction, and construction traffic impacts associated with the project will be less than significant.

With regard to operation, with the project's estimated 636 new residents, the officer-per-resident ratio in the Hollywood Community Police Station service area would slightly decrease from 2.84 officers per 1,000 residents to 2.83 officers per 1,000 residents. This would result in a change in officer-per-resident ratio of less than one percent, which would not be a significant change. Similarly, the conservative service population of the project could potentially generate approximately 41 crimes per year or an increase of approximately less than one percent. As provided in Project Design Features G.2-2 through G.2-5, the project applicant will implement numerous operational design features to enhance safety within and immediately surrounding the project site. In addition, as it already does with respect to its existing facilities in Hollywood, the LGBT Center would coordinate closely with the LAPD to maintain a safe and secure environment in and around the project site and thereby minimize the project's impact on police protection services. With regard to response times, as traffic impacts at all study intersections would be less than significant during both the A.M. and P.M. peak periods under Future Plus Project Conditions, the project is not anticipated to substantially affect existing response times in the service area of the Hollywood Community Police Station. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, impacts to police protection services during operation of the project would be less than significant.

With regard to cumulative impacts, the project, as well as the related projects, would generate revenues to the City's Municipal Fund that could be applied toward the provision of new facilities and related staffing, as deemed appropriate. In addition, the LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Furthermore, it is anticipated that the related projects would implement project design features and mitigation similar to the project, which would reduce cumulative operational impacts to police protection services. Additionally, with the addition of project traffic to the study intersections, the project is not anticipated to substantially affect existing response times in the service areas of the Hollywood Community Police Station, and the project would not contribute to a cumulative impact regarding response times. Also, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, cumulative impacts to police protections services will be less than significant.

I. Public Services—Libraries

1. Description of Effects

a. Construction

Construction of the project would result in a temporary increase of construction workers on the project site. Due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, construction workers are not likely to relocate their households as a consequence of project construction. In addition, it is unlikely that construction workers would visit project area libraries on their way to/from work or during their lunch hours. It is also unlikely that construction workers would utilize library facilities on their way to work as the start of their work day generally occurs before the libraries open for service. Further, it is unlikely that construction workers would utilize library facilities in the vicinity of the project site at the end of their workday as construction workers would likely use library facilities near their place of residence. Therefore, any increase in usage of the libraries by construction workers is anticipated to be negligible. As such, construction of the project will not exceed the capacity of local libraries to adequately serve the existing residential population based on target service populations or as defined by the LAPL, which would result in the need for new or altered facilities the construction of which would cause a significant environmental impact, or substantially increase the demand for library services for which current demand exceeds the ability of the facility to adequately serve the population. Impacts on library facilities during project construction will be less than significant.

b. Operation

According to the LAPL, the Hollywood Regional Branch Library's current service population is approximately 78,944 persons. With the addition of the project's 429 estimated residents, the service population of the 19,000-square-foot Hollywood Regional Branch Library would be 80,887 persons, and the library would continue to meet the building size recommendations set forth in the 2007 Branch Facilities Plan (i.e., 14,500 square feet for a service population over 45,000 or up to 20,000 square feet for a regional branch library) at project buildout. Furthermore, the Will and Ariel Durant Branch Library and the John C. Fremont Branch Library are located within two miles of the project site, and would alleviate demand on the Hollywood Regional Branch Library from the future residents of the project. As such, there are currently multiple libraries serving the project site area with adequate capacity per the LAPL standards. In addition, the LAPL has specifically indicated that the Hollywood Regional Branch Library is currently not experiencing any service deficiencies. Overall, with the addition of project residents, the Hollywood Regional

Branch Library, and other supporting libraries, would continue to meet the library sizing standards recommended in the 2007 Branch Facilities Plan at project buildout.

Moreover, the *L.A. CEQA Thresholds Guide* considers whether a project includes features that would reduce the demand for library services. The project's residential units would be equipped to receive individual Internet service, which provides information and research capabilities and reduces the demand at physical library locations. Project residents would also have access to the Village, which includes a library, classrooms, and a media lab. While the project does not include a library, a media lab would be provided that would be available to onsite residents and others in the community, which would facilitate internet access and further reduce the demand at physical library locations. The project would also generate revenues for the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of library facilities and materials, as deemed appropriate.

With regard to the potential for project employees to use nearby library facilities, as discussed in the Initial Study prepared for the project, based on estimated employment data provided by the project applicant, the project is forecast to require approximately 214 employees. The 214 employment opportunities anticipated to be required by the project would include a range of full-time and part-time positions that would be primarily filled by persons already residing in the vicinity of the workplace, who already generate a demand for library facilities in the vicinity of the project site, including the Hollywood Regional Branch Library, the Will and Ariel Durant Branch Library, and the John C. Fremont Branch Library, and who otherwise would commute to work and would not generate any demand for library facilities in the project vicinity. Furthermore, employees at the project site would have internet access, which provides information and research capabilities and reduces the demand at physical library locations. Therefore, the employees associated with the project would not be anticipated to generate any material indirect demand for library facilities.

Based on the above, the operation of the project will not result in the need for new or physically altered library facilities, the construction of which would cause significant environmental impacts. Therefore, the impact on library facilities during operation of the project will be less than significant.

c. Cumulative

Of the 111 related projects, 22 projects are located within the City of West Hollywood, and are served by the County of Los Angeles Public Library. Of the remaining related projects served by the LAPL, 51 projects are residential in nature or have residential components. When combining the project's estimated residential population of 429 persons with the estimated residential population of the related projects, the related projects and the project would add a total of 25,637 persons to the Hollywood Regional Branch Library's future 2019 service population of 80,458 persons, for a future service population of 106,094 persons. This estimate is overstated because it assumes that all related projects would be approved and built to full capacity and contains conservative estimates of the project's estimated residential population. In addition, the forecasted service population for the Hollywood Regional Branch Library assumes that all of the future residents would use the regional branch even though there are two other local branches within the service radius.

The cumulative future service population of 106,094 residents would be distributed among three existing libraries. Accordingly, the existing LAPL facilities in the project site area would be adequate to serve the project and the related projects per the recommendations in the 2007 Branch Facilities Plan. Moreover, the project also includes features that would reduce potential library demand generated by the project. Therefore, the project and the related projects will not

result in the need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts and, in any event, the contribution of the project to cumulative impacts on libraries will not be cumulatively considerable. Therefore, the project and the related projects will not have a cumulatively significant impact on library services.

With regard to indirect demand for library services from non-residential related projects, some of the non-residential related projects are within the 2-mile service boundaries of the Hollywood Regional Branch Library. As with the project, based on the mixed-use nature of most related projects, it is anticipated that related projects would offer a range of full-time and part-time positions that could be filled by persons already residing in the vicinity of the workplace and who already generate a demand for library facilities in the service boundaries of the Hollywood Regional Branch Library, the Will and Ariel Durant Branch Library, and the John C. Fremont Branch Library. Other employment opportunities generated by the related projects would be filled by persons who would commute to work and would not generate any demand for library facilities within the service boundaries of the Hollywood Regional Branch Library, the Will and Ariel Durant Branch Library, or the John C. Fremont Branch Library as those would be more likely to use the library facilities near their homes during non-work hours, as opposed to patronizing the Hollywood Regional Branch Library on their way to or from work or during their lunch hours. In addition, students and staff generated by the educational related projects, such as Related Project No. 17 and Related No. 30, would be more likely to utilize library services provided by the educational facility. Therefore, the project and the non-residential related projects will not contribute to a cumulative significant impact on library services.

2. Project Design Features

No project design features are included in the EIR with regard to libraries.

3. Mitigation Measures

No mitigation measures are included in the EIR with regard to libraries.

Impacts on library facilities during project construction will be less than significant. The impact on library facilities during operation of the project will be less than significant. The project and the related projects will not have a cumulatively significant impact on library services. No mitigations are required.

Any increase in usage of the libraries by construction workers is anticipated to be negligible. As such, construction of the project will not exceed the capacity of local libraries to adequately serve the existing residential population based on target service populations or as defined by the LAPL, which would result in the need for new or altered facilities the construction of which would cause a significant environmental impact, or substantially increase the demand for library services for which current demand exceeds the ability of the facility to adequately serve the population. Impacts on library facilities during project construction will be less than significant.

With the addition of project residents, the Hollywood Regional Branch Library, and other supporting libraries, would continue to meet the library sizing standards recommended in the 2007 Branch Facilities Plan at project buildout. Moreover, the project's residential units would be equipped to receive individual Internet service, which provides information and research capabilities and reduces the demand at physical library locations. Project residents would also have access to the Village, which includes a library, classrooms, and a media lab. The project would also generate revenues for the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of library facilities and materials, as

deemed appropriate. Similarly, the employment opportunities anticipated to be required by the project would include a range of full-time and part-time positions that would be primarily filled by persons already residing in the vicinity of the workplace, who already generate a demand for library facilities in the vicinity of the project site and who otherwise would commute to work and would not generate any demand for library facilities in the project vicinity. Therefore, the impact on library facilities during operation of the project will be less than significant.

With regard to cumulative impacts, the cumulative future service population would be distributed among three existing libraries. Accordingly, the existing LAPL facilities in the project site area would be adequate to serve the project and the related projects per the recommendations in the 2007 Branch Facilities Plan. Moreover, the project also includes features that would reduce potential library demand generated by the project. Additionally, as with the project, based on the mixed-use nature of most related projects, it is anticipated that related projects would offer a range of full-time and part-time positions that could be filled by persons already residing in the vicinity of the workplace and who already generate a demand for library facilities in the service boundaries of the Hollywood Regional Branch Library, the Will and Ariel Durant Branch Library, and the John C. Fremont Branch Library. Other employment opportunities generated by the related projects would be filled by persons who would commute to work and would be more likely to use the library facilities near their homes. In addition, students and staff generated by the educational related projects would be more likely to utilize library services provided by the educational facility. Therefore, the project and the related projects will not result in the need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts. As such, the project and the related projects will not have a cumulatively significant impact on library services.

J. Traffic, Access, and Parking

1. Description of Effects

a. Construction

i. Temporary Traffic Impacts

Following completion of construction, the project's operational traffic impacts will be less than significant at all of the study intersections based on the City of Los Angeles thresholds of significance (Intersection Nos. 2–9) and the City of West Hollywood thresholds of significance (Intersection No. 1). Accordingly, it is reasonable to conclude that, based on the significantly lower vehicular trip generation during construction as compared to project operation, the project will not cause substantial delays and disruption of existing traffic flow, and construction traffic impacts associated with the project would be less than significant.

ii. Access and Safety Impacts

The construction of the project would not require the closure of any vehicle travel lanes primarily due to the availability of parking "lanes" adjacent to the project site on N. McCadden Place and N. Las Palmas Avenue, which would preclude the need to use other adjacent travel lanes. There may be limited instances, lasting a few hours per occurrence, during the course of construction of the project, such as utility work within the street on N. McCadden Place and/or N. Las Palmas Avenue and construction of the proposed new curbline of N. McCadden Place, that require the use of traffic control devices, such as traffic safety cones, to slightly modify vehicular traffic flow and/or the use of flaggers to maintain two-way traffic flow on these streets. As such, the use of the public right-of-way along N. McCadden Place, N. Las Palmas Avenue, and Santa Monica Boulevard would require temporary rerouting of pedestrian traffic that could result in the temporary

loss of access to sidewalks surrounding the project site boundary. While these temporary measures will not result in a significant construction traffic impact, in order to further reduce any potential impact, the project applicant will prepare and submit a work site traffic control plan to LADOT prior to the start of construction, as set forth in Project Design Feature H-1, below.

Short-term and temporary construction activities could temporarily increase response times for emergency vehicles along Santa Monica Boulevard, Highland Avenue, and other main connectors due to travel time delays caused by traffic during the project's construction phase. However, as discussed above, most of the construction worker trips would occur outside the weekday peak traffic periods, thereby reducing the potential for traffic-related conflicts. While these temporary and short-term construction activities would have a less-than-significant impact on emergency response times, as previously discussed, the project applicant will prepare and submit a work site traffic control plan to LADOT prior to the start of construction pursuant to Project Design Feature H-1, to ensure that adequate and safe access remains available within and near the project site during construction activities. Appropriate construction traffic control measures (e.g., detour signage, delineators, etc.) would also be implemented, as necessary, to ensure emergency access to the project site and traffic flow is maintained on adjacent right-of-ways.

iii. Bus/Transit Impacts

There are no bus stops immediately adjacent to the project site along Santa Monica Boulevard, N. McCadden Place, or N. Las Palmas Avenue. Therefore, project construction would not require rerouting bus stops or bus lines. As such, the project will not result in changes to bus/transit service such that a substantial inconvenience to riders would occur, and temporary impacts to bus/transit will be less than significant.

iv. On-Street Parking Impacts

On-street parking is available adjacent to the project site on Santa Monica Boulevard, N. McCadden Place, and N. Las Palmas Avenue. Construction of the project would result in the temporary loss of street parking spaces on Santa Monica Boulevard, N. McCadden Place, and N. Las Palmas Avenue. However, most of these street parking spaces are associated with the existing office use on the East Site (which would be removed as part of the project), so that the temporary unavailability of these street parking spaces is not expected to cause an adverse effect to other businesses in the vicinity of the project.

With regard to the demand for parking from the Village on the West Site, construction of the project would require the removal of the existing 38 parking spaces on the West Site for the Village uses. However, as set forth in Project Design Feature H-1, the project applicant would temporarily lease spaces from nearby parking lots in order to provide temporary parking for the Village until the construction of the parking structure on the East Site is complete.

Therefore, the project will not result in the substantial loss of onsite and/or offsite parking such that the parking needs of the project area would not be met. As such, potential impacts to parking during construction of the project will be less than significant.

b. Operation

i. Intersection Levels of Service—Existing Plus Project Conditions

Eight of the nine study intersections are projected to operate at LOS D or better during both the morning and afternoon peak periods and the remaining intersection (Intersection No. 6 at Highland Avenue and Melrose Avenue) would continue to operate at LOS E during both the A.M. and P.M. peak periods under Existing Plus Project Conditions. With the addition of project traffic,

none of the study intersections will result in a change to the volume-to-capacity ratio or delay that would exceed the significance thresholds set forth in the Draft EIR. Therefore, traffic impacts at all study intersections will be less than significant during both the A.M. and P.M. peak periods under Existing Plus Project Conditions.

With regard to the unsignalized intersection at N. McCadden Place and Santa Monica Boulevard, the highest hourly volume on the southbound N. McCadden Place approach to the Santa Monica Boulevard intersection was 79 vehicles during the 6:00 P.M. to 7:00 P.M. hour. As such, under Existing Plus Project Conditions, the highest hourly volume on the southbound N. McCadden Place approach to the Santa Monica Boulevard intersection will be well below the minimum hourly approach volume of 150 southbound cars on N. McCadden Place required to satisfy the potential need for a traffic signal.

ii. Intersection Levels of Service—Future Plus Project Conditions

Six of the nine study intersections are projected to operate at LOS D or better during both the weekday morning and afternoon peak hours. The remaining three study intersections are projected to operate at LOS E or F during at least one of the peak hours. With the addition of project traffic, none of the study intersections will result in a change to the volume-to-capacity ratio or delay that would exceed the significance thresholds set forth in the Draft EIR. Therefore, traffic impacts at all study intersections will be less than significant during both the A.M. and P.M. peak periods under Future Plus Project Conditions.

With regard to the unsignalized intersection at N. McCadden Place and Santa Monica Boulevard, it is estimated that approximately 26 vehicles would be added to southbound N. McCadden Place during the P.M. peak hour following completion of the project. As discussed in the Traffic Study, conservatively assuming that this would be equivalent to the project-generated volume during the 6:00 P.M. to 7:00 P.M. hour, the total approach volume on southbound N. McCadden Place to Santa Monica Boulevard following completion of the project would be 105 vehicles during this hour. As this hourly approach would be below the minimum hourly approach volume of 150 southbound cars on N. McCadden Place required to satisfy the potential need for a traffic signal, the intersection at N. McCadden Place and Santa Monica Boulevard would also not satisfy the need for a traffic signal installation under Future Plus Project Conditions.

iii. Intersection Levels of Service—Future Plus Project Conditions with Implementation of TDM Plan

With implementation of a TDM Plan, the project's traffic impacts at all study intersections will be further reduced and will be less than significant during both the A.M. and P.M. peak periods under Future Plus Project Conditions.

iv. Regional Transportation System—Congestion Management Program Arterial Monitoring Station Analysis

Two arterial CMP monitoring stations are located within approximately 1.5 miles of the study area: Santa Monica Boulevard and Highland Avenue, located approximately 400 feet west of the project site; and Santa Monica Boulevard and Western Avenue, located approximately 1.5 miles east of the project site. Based on the number of trips entering and leaving the study area in the direction of the outlying CMP arterial monitoring stations, the project is projected to add a total of 28 project trips during the A.M. peak hour and 37 project trips during the P.M. peak hour at the Santa Monica Boulevard and Highland Avenue intersection and 8 project trips during the A.M. peak hour and 11 project trips during the P.M. peak hour at the Santa Monica Boulevard and Western Avenue Intersection. Therefore, the project will add fewer than 50 peak-hour trips at each of the arterial monitoring intersections nearest the project study area. As such, project impacts to a CMP arterial

intersection will be less than significant.

v. Regional Transportation System—Congestion Management Program Freeway Segment Analysis

The closest mainline freeway monitoring location to the project site is on US-101 south of Santa Monica Boulevard, approximately 1.9 miles southeast of the project site. Based on the project trip generation and trip distribution pattern, at the freeway monitoring location nearest to the project site, the project is projected to add a total of four northbound trips and three southbound peak-hour trips during the morning peak hour and five northbound trips and five southbound trips during the afternoon peak hour. As such, the project will not add 150 trips in either direction during either morning or afternoon peak hour. Therefore, project impacts to a CMP mainline freeway monitoring location will be less than significant.

vi. Public Transit

The project's vehicle trips would result in an estimated increase of 112 person trips during the morning peak hour and 153 person trips during the afternoon peak hour. The CMP guidelines estimate that approximately 10 percent of total project person trips may use public transit to travel to and from the project site. Accordingly, the project would generate approximately 11 net new transit trips during the morning peak hour and 15 net new transit trips during the P.M. peak hour. Eight transit lines operate adjacent to or in close proximity of the project site. These eight transit lines provide services for an average of 74 buses/trains during the A.M. peak hour and 71 buses/trains during the P.M. peak hour. Therefore, given the limited increase in transit trips from the project and the availability of transit in the vicinity of the project site, it is anticipated that the existing transit service in the project area would adequately accommodate the increase in project-generated transit trips. Therefore, project impacts to the existing transit system in the study area will be less than significant.

vii. Residential Street Segments

Based on the locations of the project's proposed access points and the circulation characteristics of the surrounding residential street system, a residential street segment analysis was conducted to evaluate project-related traffic using local streets to access the project site, notwithstanding that no such analysis is required pursuant to LADOT's Traffic Study Policies and Procedures since the project would not meet at least two of the conditions to trigger the requirement for a residential street analysis. The following two residential street segments were evaluated for potential impacts: N. McCadden Place, north of Lexington Avenue; and N. Las Palmas Avenue, north of Lexington Avenue.

Under the Existing Plus Project Condition, the project is anticipated to add approximately 121 daily trips along the N. McCadden Place street segment. This increase in trips along the N. McCadden Place street segment would result in a 6.2-percent increase in the ADT. Under the Existing Plus Project Condition, the project is anticipated to add approximately 67 daily trips along the N. Las Palmas Avenue street segment. This increase in trips along the N. Las Palmas Avenue street segment would result in a 2.2-percent increase in the ADT. Therefore, the project will not have a significant impact on the N. McCadden Place or N. Las Palmas Avenue street segments under the Existing Plus Project Condition.

Under the Future without Project Condition, the project is anticipated to add approximately 121 daily trips along the N. McCadden Place street segment. This increase in trips along the N. McCadden Place street segment would result in a 6.0-percent increase in the ADT. Under the Future without Project Condition, the project is anticipated to add approximately 67 daily trips along the N. Las Palmas Avenue street segment. This increase in trips along the N. Las Palmas

Avenue street segment would result in a 2.1-percent increase in the ADT. Therefore, the project will not have a significant impact on the N. McCadden Place or on the N. Las Palmas Avenue street segments under the Future Plus Project Conditions.

viii. Access and Circulation

Vehicular access to the project site would be provided along N. McCadden Place and along N. Las Palmas Avenue. The intersections nearest the primary project site access include signalized Intersection No. 7 at N. Las Palmas Avenue and Santa Monica Boulevard and the unsignalized intersection at N. McCadden Place and Santa Monica Boulevard.

Intersection No. 7 is projected to operate at LOS C or better during the morning and P.M. peak periods under Future Plus Project Conditions. In addition, the hourly approach volume at the unsignalized intersection at N. McCadden Place and Santa Monica Boulevard will be below the minimum hourly approach volume of 150 southbound cars on N. McCadden Place required to satisfy the potential need for a traffic signal. Therefore, the project will not have a significant impact on project access since the intersections nearest the primary site access will not be projected to operate at LOS E or F during the A.M. or P.M. peak hours under Future Plus Project Conditions.

In order to enhance the safety and aesthetics of the pedestrian environment between the East Site and the West Site and facilitate the joint use of the existing Village courtyard and the proposed new plaza adjacent to N. McCadden Place on the East Site for events/activities, the project includes narrowing portions of N. McCadden Place between Santa Monica Boulevard and Lexington Avenue. This is not expected to adversely affect existing vehicular traffic flow on the street. In addition, with regard to emergency vehicle access during operation, while traffic along the surrounding roadways would increase with implementation of the project, the traffic generated by the project will not result in any significant impacts on the study intersections analyzed in the Traffic Study. Moreover, the proposed narrowing of portions of N. McCadden Place between Santa Monica Boulevard and Lexington Avenue would not include the installation of barriers that could impede emergency vehicle access within and in the vicinity of the project site. As such, existing emergency access to the project site and surrounding uses will be maintained during operation of the project.

ix. Bicycle, Pedestrian, and Vehicular Safety

Access to the project site would be provided via driveways along N. McCadden Place and N. Las Palmas Avenue and pedestrian access to the project site would be provided along Santa Monica Boulevard, N. McCadden Place, and N. Las Palmas Avenue. In addition, in order to enhance the safety and aesthetics of the pedestrian environment between the East Site and the West Site and facilitate the joint use of the existing Village courtyard and the proposed new courtyard adjacent to N. McCadden Place on the East Site for events/activities, the project includes narrowing portions of N. McCadden Place between Santa Monica Boulevard and Lexington Avenue. A raised speed table with a crosswalk would also be added on N. McCadden Place between the existing Village courtyard and the proposed plaza on the East Site. The project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. In addition, the proposed driveways would be designed to limit potential impediments to visibility and incorporate pedestrian warning systems, if and to the extent necessary. The project would also maintain existing sidewalks and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the project site.

While no dedicated bicycle lanes currently exist in the immediate vicinity of the project site, bicycle lanes are proposed along both Santa Monica Boulevard and Highland Avenue in the City's 2010 Bicycle Plan. As the project would maintain the existing sidewalks and circulation system, the project will not disrupt bicycle flow along Santa Monica Boulevard or Highland Avenue. In addition, to facilitate bicycle use, bicycle parking spaces and amenities will be provided within the project site in accordance with LAMC requirements.

x. Parking

Based on the parking requirements set forth in Sections 12.21.A.4 and 12.22.A.25 of the LAMC, the project would require a total of 252 parking spaces, including the replacement of the existing 38 parking spaces on the East Site that currently support the Village and would be removed as part of the project. The subterranean parking garage under the East Site would include approximately 350 parking spaces. Therefore, the project includes sufficient parking to comply with the minimum applicable parking requirements.

In addition, in accordance with Section 12.21.A.16(a) of the LAMC, the project is required to include, and does include, 227 bicycle parking spaces.

c. Caltrans Facilities Analysis

i. Freeway Segment Screening

The project's trips during the morning peak and afternoon period will result in an increase that is significantly less than 2 percent of the available freeway segment capacity for both the analyzed freeway segments. Therefore, none of the freeway segments would meet the screening criteria during either peak hour in either direction and no further analysis is required.

ii. Freeway Off-Ramp Screening

The project's trips during the morning peak and afternoon period will result in an increase that would be less than the most restrictive freeway off-ramp screening threshold set forth in the City/Caltrans Agreement (i.e., an increase of one percent or more for off-ramps operated at LOS E or F). As such, the project will not meet the screening criteria during either peak hour in either direction at the identified freeway off-ramps and no further analysis is required.

d. Cumulative Impacts

i. Construction

The closest related project to the project site is Related Project No. 28 (the Lexington project), which is now under construction. Given that Related Project No. 28 is currently under construction, it is anticipated that the most intense construction activities associated with Related Project No. 28, including excavation and hauling, would have already occurred by the time construction of the project commences. Notwithstanding, as with the project, many, and likely most, of the construction workers for the related projects, including Related Project No. 28, are anticipated to arrive and depart the individual construction sites during off-peak hours, thereby minimizing construction-related trips during the A.M. and P.M. peak traffic periods. In addition, the haul truck routes for all of the related projects would be approved by LADOT and/or the Department of Building and Safety according to the location of the individual construction site and the ultimate destination. The City's established review process would take into consideration overlapping construction projects and would balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. Therefore, cumulative traffic impacts during construction are concluded to be less than significant.

With regard to cumulative impacts to access and safety, bus/transit, and on-street parking, with the exception of Related Project No. 28, the balance of the related projects are located at a sufficient distance from the project site that they would not share the same access points or have the potential to affect the same bus stops.

Regarding access and safety impacts during construction, Related Project No. 28 could require temporary lane and sidewalk closures during construction, including along N. Las Palmas Avenue. Similar to the project, and as discussed in the Environmental Impact Report for Related Project No. 28, a construction management plan would be implemented during construction of Related Project No. 28 that would identify street and sidewalk closures and provide alternative routes as well as ensure that emergency access is maintained. Therefore, with the implementation of the project's work site traffic control plan and the construction management plan for Related Project No. 28, the access and safety impacts during construction of those two projects would not be cumulatively significant.

In addition, there are no bus/transit stops between the project site and the site of Related Project No. 28 that could be affected by the project and Related Project No. 28. Therefore, cumulative bus/transit impacts during construction will not occur.

With regard to on-street parking impacts, similar to the project, construction of Related Project No. 28 would require the temporary removal of on-street parking along N. Las Palmas Avenue. However, the project applicant would temporarily lease parking spaces in nearby parking lots for the Village to offset the temporary loss of parking associated with construction of the project. Therefore, the project's contribution to a substantial loss of onsite or offsite parking, such that the needs of the project area would not be met, will not be cumulatively considerable. As such, cumulative impacts to on-street parking during construction will be less than significant.

ii. Operation

Intersection Levels of Service

Under cumulative conditions (Future Plus Project Conditions), none of the study intersections would experience significant impacts as a result of the project. Therefore, the project's contribution to impacts that would occur under the future cumulative conditions will not be considerable, and cumulative impacts at all study intersections will be less than significant.

Regional Transportation System

The project would add less than 150 trips along the freeway monitoring station closest to the project site. In addition, the project would not add more than 50 vehicle trips during the A.M. and P.M. peak hours at the CMP arterial monitoring station nearest to the project site. Furthermore, the project will not result in significant transit impacts. Thus, no CMP or transit impacts will occur under the project and, as a result, the project's contribution to cumulative impacts will not be cumulatively considerable. Thus, the project's cumulative impacts with regard to the CMP and transit will be less than significant.

Residential Street Segments

Implementation of the project in conjunction with the related projects would increase the amount of traffic in the study area. The project will result in less-than-significant impacts related to residential street segments. Therefore, the project's cumulative impacts will not be cumulatively

considerable and impacts to residential street segments will be less than significant.

Access and Circulation

The project will have a less-than-significant impact with respect to access and circulation. As such, the project's access and circulation impacts will not be cumulatively considerable and the project will not result in a significant cumulative impact.

Bicycle, Pedestrian, and Vehicular Safety

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

Parking

With regard to parking, the project would comply with the applicable minimum parking requirements in the LAMC for the proposed uses. Similarly, related projects would have been or would be subject to City review to ensure that adequate parking be provided for each of the related projects. Therefore, project impacts with regard to parking will not be cumulatively considerable, and cumulative impacts would be less than significant.

2. Project Design Features

Project Design Feature H-1: Prior to the start of construction, the project applicant shall prepare a work site traffic control plan and submit it to the Los Angeles Department of Transportation for review and approval. The work site traffic control plan shall identify the location of any temporary street parking or sidewalk closures, provide for the posting of signs advising pedestrians of temporary sidewalk closures and providing alternative routes, provide for the installation of other construction-related warning signs, and show access to abutting properties. Furthermore, the project applicant would temporarily lease spaces from nearby parking lots to the extent feasible.

Project Design Feature H-2: The project applicant shall develop and implement a Transportation Demand Management (TDM) Plan that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. The Transportation Demand Management Plan shall be subject to review and approval by the Department of City Planning and LADOT. The Transportation Demand Management Plan may include, but is not limited to, the following:

- Carpools: Assist staff members in the formation of carpools. Based on demand, designate parking spaces within the onsite parking structure for parking by recognized staff carpools that are located within a preferred and convenient area of the structure.
- Public Transit: Provide new employees with a one-month transit pass at no cost to the employee.
- Staggered/Flexible Work Schedules: To the extent feasible, allow staff to work staggered and/or flexible work schedules. This may include a compressed work week (e.g., four 10-hour work days per week) and/or staggered work schedules that allow for arrival and departure outside of the regular peak weekday commute periods (e.g., 7:00 A.M.–10:00 A.M. and 3:00 P.M.–6:00 P.M.).

3. Mitigation Measures

No mitigation measures are included in the EIR with regard to traffic, access, and parking.

Construction traffic impacts associated with the project would be less than significant. Impacts to access and safety, bus/transit, and parking during construction will be less than significant. Impacts at all study intersections will be less than significant during both the a.m. and p.m. peak periods under Existing Plus Project Conditions. Impacts to a CMP arterial intersection will be less than significant. Impacts to a CMP mainline freeway monitoring location will be less than significant. Impacts to the existing transit system in the study area will be less than significant. The project will not have a significant impact on street segments under the Existing Plus Project Condition and Future Plus Project Condition. The project will not have a significant impact on project access, bicycle, pedestrian, vehicular safety, and impacts to parking will be less than significant. Cumulative traffic impacts, access and safety impacts, and bus/transit impacts during construction will be less than significant. Cumulative impacts to on-street parking during construction, impacts at study intersections, impacts with regard to the CMP and transit, impacts to residential street segments, impacts to access and circulation, impacts with regard to bicycle, pedestrian, and vehicular safety, and impacts with regard to parking will be less than significant. No mitigations are required.

The implementation of Project Design Features H-1 and H-2 will ensure the project's impacts to traffic, access, and parking will remain less than significant.

Based on the significantly lower vehicular trip generation during construction as compared to project operation, the project will not cause substantial delays and disruption of existing traffic flow, and construction traffic impacts associated with the project will be less than significant.

The construction of the project would not require the closure of any vehicle travel lanes. There may be limited instances, lasting a few hours per occurrence, during the course of construction of the project that require the use of traffic control devices, such as traffic safety cones, to slightly modify vehicular traffic flow and/or the use of flaggers to maintain two-way traffic flow on adjacent streets. As such, the use of the public right-of-way along N. McCadden Place, N. Las Palmas Avenue, and Santa Monica Boulevard would require temporary rerouting of pedestrian traffic that

could result in the temporary loss of access to sidewalks surrounding the project site boundary. However, appropriate traffic controls would be implemented to ensure adequate access to the project site and vicinity is maintained. Additionally, most of the construction worker trips would occur outside the weekday peak traffic periods, thereby reducing the potential for traffic-related conflicts. Therefore, construction-related impacts to access and safety will be less than significant.

Project construction would not require rerouting bus stops or bus lines. As such, the project will not result in changes to bus/transit service such that a substantial inconvenience to riders would occur. Therefore, impacts to bus/transit will be less than significant.

While construction of the project would result in the temporary loss of street parking spaces on Santa Monica Boulevard, N. McCadden Place, and N. Las Palmas Avenue, most of these street parking spaces are associated with the existing office use on the East Site (which would be removed as part of the project), so that the temporary unavailability of these street parking spaces is not expected to cause an adverse effect to other businesses in the vicinity of the project. Therefore, potential impacts to parking during construction of the project will be less than significant.

With regard to operation, none of the study intersections will result in a change to the volume-to-capacity ratio or delay that would exceed the significance thresholds set forth in the Draft EIR. Therefore, traffic impacts at all study intersections will be less than significant during both the A.M. and P.M. peak periods under Existing Plus Project Conditions and Future Plus Project Conditions.

The project will add fewer than 50 peak-hour trips at each of the arterial monitoring intersections nearest the project study area. As such, project impacts to a CMP arterial intersection will be less than significant.

The project will not add 150 trips in either direction during either morning or afternoon peak hour to the nearest mainline freeway monitoring location. Therefore, project impacts to a CMP mainline freeway monitoring location will be less than significant.

Given the limited increase in transit trips from the project and the availability of transit in the vicinity of the project site, it is anticipated that the existing transit service in the project area would adequately accommodate the increase in project-generated transit trips. Therefore, project impacts to the existing transit system in the study area will be less than significant.

Under the Existing Plus Project Condition and Future Plus Project Condition, the project would not exceed the significance thresholds at any of the analyzed street segments. Therefore, the project will not have a significant impact on street segments under the Existing Plus Project Condition and Future Plus Project Condition.

Intersection No. 7 is projected to operate at LOS C or better during the morning and P.M. peak periods under Future Plus Project Conditions. In addition, the hourly approach volume at the unsignalized intersection at N. McCadden Place and Santa Monica Boulevard will be below the minimum hourly approach volume of 150 southbound cars on N. McCadden Place required to satisfy the potential need for a traffic signal. Therefore, the project will not have a significant impact on project access.

The project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. In addition, the proposed

driveways would be designed to limit potential impediments to visibility and incorporate pedestrian warning systems, if and to the extent necessary. The project would also maintain existing sidewalks and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the project site. As the project would maintain the existing sidewalks and circulation system, the project will not disrupt bicycle flow along Santa Monica Boulevard or Highland Avenue. In addition, to facilitate bicycle use, bicycle parking spaces and amenities will be provided within the project site in accordance with LAMC requirements. Therefore, impacts to bicycle, pedestrian, and vehicular safety will be less than significant.

The project includes sufficient parking to comply with the minimum applicable parking requirements. In addition, in accordance with Section 12.21.A.16(a) of the LAMC, the project is required to include, and does include, 227 bicycle parking spaces. Therefore, impacts to parking will be less than significant.

With regard to cumulative construction impacts, as with the project, many, and likely most, of the construction workers for the related projects, including Related Project No. 28, are anticipated to arrive and depart the individual construction sites during off-peak hours, thereby minimizing construction-related trips during the A.M. and P.M. peak traffic periods. In addition, the haul truck routes for all of the related projects would be approved by LADOT and/or the Department of Building and Safety according to the location of the individual construction site and the ultimate destination. Therefore, cumulative traffic impacts during construction are concluded to be less than significant.

With regard to cumulative impacts to access and safety, similar to the project, a construction management plan would be implemented during construction of Related Project No. 28 that would identify street and sidewalk closures and provide alternative routes as well as ensure that emergency access is maintained. Therefore, with the implementation of the project's work site traffic control plan and the construction management plan for Related Project No. 28, the access and safety impacts during construction of those two projects would not be cumulatively significant.

In addition, there are no bus/transit stops between the Project Site and the site of Related Project No. 28 that could be affected by the project and Related Project No. 28. Therefore, cumulative bus/transit impacts during construction will not occur.

With regard to on-street parking impacts, similar to the project, construction of Related Project No. 28 would require the temporary removal of on-street parking along N. Las Palmas Avenue. However, the project applicant would temporarily lease parking spaces in nearby parking lots for the Village to offset the temporary loss of parking associated with construction of the project. As such, cumulative impacts to on-street parking during construction will be less than significant.

Under cumulative conditions (Future Plus Project Conditions), none of the study intersections would experience significant impacts as a result of the project. Therefore, the project's contribution to impacts that would occur under the future cumulative conditions will not be considerable, and cumulative impacts at all study intersections will be less than significant.

The project would add less than 150 trips along the freeway monitoring station closest to the project site. In addition, the project would not add more than 50 vehicle trips during the A.M. and P.M. peak hours at the CMP arterial monitoring station nearest to the project site. Furthermore, the project will not result in significant transit impacts. Thus, no CMP or transit impacts will occur under the project and, as a result, the project's contribution to cumulative impacts will not be cumulatively considerable. Thus, the project's cumulative impacts with regard to the CMP and transit will be less than significant.

Implementation of the project in conjunction with the related projects would increase the amount of traffic in the study area. The project will result in less-than-significant impacts related to residential street segments. Therefore, the project's cumulative impacts will not be cumulatively considerable and impacts to residential street segments will be less than significant.

The project will have a less-than-significant impact with respect to access and circulation. As such, the project's access and circulation impacts will not be cumulatively considerable and the project will not result in a significant cumulative impact.

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

With regard to parking, the project would comply with the applicable minimum parking requirements in the LAMC for the proposed uses. Similarly, related projects would have been or would be subject to City review to ensure that adequate parking be provided for each of the related projects. Therefore, project impacts with regard to parking will not be cumulatively considerable, and cumulative impacts would be less than significant.

K. Water Supply and Infrastructure

1. Description of Effects

a. Water Supply

i. Construction

Construction activities for the project would result in a temporary demand for water associated with soil compaction and earthwork, dust control, mixing and placement of concrete, equipment and site cleanup, irrigation for plant and landscaping establishment, testing of water connections and flushing, and other short-term related activities. These activities would occur incrementally throughout construction of the project (from the start of construction to project buildout). The amount of water used during construction would vary depending on soil conditions, weather, and the specific activities being performed. However, given the temporary nature of construction activities, the short-term and intermittent water use during construction of the project would be less than the net new water consumption of 25,685 gallons per day estimated for the project at buildout. In addition, water use during construction would be somewhat offset by the water currently consumed by the existing office building on the East Site, which would be removed as part of the project. Water for construction activities would be conveyed using the existing water infrastructure at the project site. No improvements to that infrastructure are needed to provide water for construction. Furthermore, as concluded in LADWP's 2010 Urban Water Management Plan, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year in each year from 2015 through 2035. Construction of the project would commence in 2016 and end in 2019. Therefore, the project's temporary and intermittent demand for water during construction could be met by the City's available supplies during each year of project construction.

Based on the above, project construction activities would result in a limited, temporary demand for water and are not anticipated to have a substantial adverse impact on available water supplies. As such, the project will not result in the construction of new water treatment facilities or expansion

of existing facilities, the construction of which could cause significant environmental effects. Construction-related impacts to infrastructure and water supply will be less than significant.

ii. Operation

It is estimated that the project would generate an average daily water demand of approximately 29,117 gallons per day. In addition, when accounting for the existing office on the East Site to be removed, the project would result in a net average daily water demand of approximately 25,685 gallons per day. As concluded in LADWP's 2010 Urban Water Management Plan, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years (i.e., 2019). Therefore, LADWP would be able to meet existing and planned water demands of its future service area, inclusive of the project. Furthermore, as outlined in the 2010 Urban Water Management Plan, LADWP is committed to providing a reliable water supply for the City. The 2010 Urban Water Management Plan takes into account the realities of climate change and the concerns of drought and dry weather and notes that the City of Los Angeles will meet all new demand for water due to projected population growth through a combination of water conservation and water recycling. The demand projections in LADWP's 2010 Urban Water Management Plan are based on demographic growth projections in the SCAG 2008 Regional Transportation Plan (2008 Forecast). Since preparation of the 2010 Urban Water Management Plan, new growth forecasts have become available in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS) (2012 Forecast). According to SCAG, the 2012 Forecast projects less population growth than the 2008 Forecast in terms of current (2010) estimates and future (2035) projections. Therefore, LADWP's 2010 Urban Water Management Plan is based on a more conservative overall growth scenario.

Notwithstanding, as evaluated in the Initial Study prepared for the project, which is included in Appendix A to the Draft EIR, the project would be consistent with growth projections anticipated by the SCAG and the demographic projection for the City in the 2012–2035 RTP/SCS. Specifically, the estimated new residents generated by the project would represent approximately 0.6 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2015 and 2019. Therefore, the project's residents would be well within SCAG's population projections for the City of Los Angeles Subregion. In addition, based on estimated employment data provided by the project applicant, the project is forecast to require approximately 214 employees. Of these employees, an estimated 190 positions are anticipated to be filled by current Los Angeles LGBT Center employees who already work in other LGBT Center facilities in Hollywood. In addition, of the 190 positions anticipated to be filled by current Los Angeles LGBT Center employees, 40 employees are already onsite in the existing office building on the East Site. Thus, the nominal increase in employees is also consistent with applicable population projections.

Based on the above, the estimated water demand for operation of the project would not exceed the available long-term supplies projected by LADWP during wet- or dry-year conditions. As such, the project's operation-related impacts on water supply will be less than significant.

b. Water Infrastructure

i. Construction

The existing LADWP water infrastructure would be adequate to provide for the water flow necessary to serve the project during operation. As construction activities would require a limited and temporary demand for water that would be less than that generated by the project during operation, the existing water infrastructure would similarly be adequate to provide for the water

flow necessary to serve construction activities. The project would not require upgrades to the existing mainlines that serve the project site. The project would require new service connections that would connect the new onsite water conveyance system to the existing water mainlines adjacent to the project site. Installation of the new water distribution lines would primarily involve onsite trenching to place the lines below the surface and minor offsite work to connect to the existing public water mains. The limited offsite connection activities could temporarily affect access in adjacent right-of-ways. However, a work site traffic control plan will be implemented during project construction to ensure that adequate and safe access remains available within and near the project site during construction activities.

Overall, construction activities associated with the project will not require or result in the construction of new water facilities or expansion of existing facilities that could have a significant impact on the environment. As such, construction-related impacts to water infrastructure will be less than significant.

ii. Operation

Water service to the project site would continue to be supplied by LADWP for domestic and fire protection uses. Fire flow to the proposed buildings of the project would be required to meet City fire flow requirements. Specifically, the project would comply with Section 57.507.3.1 of the LAMC, which establishes fire flow standards by development type. The project falls within the High Density Residential and Neighborhood Commercial category, which has a required fire flow of 4,000 gallons per minute from four adjacent fire hydrants flowing simultaneously with a residual pressure of 20 psi. There are currently three fire hydrants adjacent to the project site. Based on the results of the pressure flow reports, the existing public infrastructure can deliver flows up to 1,400 gallons per minute with a residual pressure of up to 89 psi, which far exceeds the 20 psi requirement for the surrounding public hydrants. Furthermore, Section 57.513.1 of the LAMC permits the use of supplemental fire protection equipment or systems, including the installation of an automatic fire extinguishing system, in lieu of the requirements of the Fire Code, in which case the project applicant shall either conform to the requirements of the Fire Code or install such supplemental equipment or systems. As provided in Project Design Feature G.1-1, the project will include the installation of automatic fire sprinklers in all proposed buildings, which would reduce or eliminate the public hydrant demands. As the existing public infrastructure can deliver flows up to 1,400 gallons per minute with a residual pressure of up to 89 psi, LADWP would be able to supply sufficient flow and pressure to satisfy the needs of the fire suppression system for the project. The existing public infrastructure would provide sufficient fire flow for the proposed automatic fire sprinkler system. Thus, the existing public infrastructure, together with the proposed fire suppression system of the project, would meet the domestic water demands of the project and applicable fire protection requirement. Therefore, no upgrades to the mainlines that serve the project site will be required as they would have capacity to serve the project's water demand.

Based on the above, the project will not exceed the available capacity within the distribution infrastructure that would serve the project site. Therefore, the project's operational impacts on water infrastructure will be less than significant.

c. Cumulative

i. Water Supply

The project in conjunction with the related projects would yield a cumulative average water demand of approximately 3,714,974 gallons per day. Based on water demand projections through 2035 in LADWP's 2010 Urban Water Management Plan, LADWP determined that it will

be able to reliably provide water to its customers through the year 2035, as well as the intervening years. The LADWP demand projections are valid for wet, dry, and multi-year dry conditions. Therefore, the project, combined with the related projects, would be within the available and projected available water supplies for normal, single-dry, and multiple-dry years through the year 2035.

In addition, compliance of the project and other future development projects with regulatory requirements that promote water conservation, such as the City's Green Building Code, as well as AB 32, would also reduce water demand on a cumulative basis.

Overall, the LADWP's 2010 Urban Water Management Plan demonstrates that the City will meet all new water demands from projected population growth using existing water supply entitlements coupled with water conservation and water recycling. The project and the related projects are located within the boundaries of the 2010 Urban Water Management Plan service area. The projections through 2035 demonstrate that the City has sufficient water supply for the entire service area, including anticipated growth. Therefore, the analysis again reflects that LADWP has sufficient water supply to serve the project, the related projects, and the other land uses within the service area.

Based on the related project list and projections provided in LADWP's 2010 Urban Water Management Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy, it is anticipated that LADWP would be able to meet the water demands of the project and future growth through 2019 (the project build out year) and beyond as projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry years in each year from 2015 through 2035. Therefore, the City would have sufficient water supplies available to adequately serve the project and related projects. Thus, project impacts on water supply will not be cumulatively considerable, and cumulative impacts on water supply will be less than significant.

ii. Water Infrastructure

With regard to water infrastructure, the geographic context for the cumulative impact analysis on water infrastructure is the water infrastructure that would serve the project and surrounding related projects. Development of the project and future new development in the vicinity of the project site would cumulatively increase demands on the existing water infrastructure system. However, as with the project, other new development projects would be subject to LADWP review to assure that the existing public infrastructure would be adequate to meet the domestic and fire water demands of each project, and individual projects would be subject to LADWP and City requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements, etc. Furthermore, LADWP, Los Angeles Department of Public Works, and the Los Angeles Fire Department would conduct ongoing evaluations of its infrastructure to ensure facilities are adequate when responding to service advisory requests for other projects. Therefore, project impacts on water infrastructure will not be cumulatively considerable, and cumulative impacts on the water infrastructure system will be less than significant.

2. Project Design Features

Project Design Feature I-1: The project design shall incorporate the following design features to support water conservation:

- Residential bathroom faucets with a maximum flow rate of 1.0 gallon per minute and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No showerhead in a shower stall shall have a flow rate greater than 1.75 gallons per minute.
- High-efficiency clothes washers within common laundry rooms (commercial washers with water factor of 7.5 or less).
- No-flush or waterless urinals in all non-residential restrooms as appropriate.
- Non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and of a self-closing design (i.e., that would automatically turn off when not in use).
- Non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
- Minimum irrigation system distribution uniformity of 75 percent.
- Use of proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.
- Use of landscape contouring to minimize precipitation runoff.

3. Mitigation Measures

No mitigation measures are included in the EIR with regard to water supply and infrastructure.

Construction-related impacts to water supply and impacts to water infrastructure will be less than significant. The project's operation-related impacts on water supply and operational impacts on water infrastructure will be less than significant. Cumulative impacts on water supply and on the water infrastructure system will be less than significant.

The implementation of Project Design Feature I-1 will ensure that impacts to water supply and infrastructure remain less than significant.

As concluded in LADWP's 2010 Urban Water Management Plan, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year in each year from 2015 through 2035. Construction of the project would commence in 2016 and end in 2019. Therefore, the project's temporary and intermittent demand for water during construction could be met by the City's available supplies during each year of project construction. As such, construction-related impacts to water supply will be less than significant.

The project would be consistent with growth projections anticipated by the SCAG and the demographic project ion for the City in the 2012–2035 RTP/SCS. Therefore, the project's residents would be well within SCAG's population projections for the City of Los Angeles

Subregion. In addition, the nominal increase in employees is also consistent with applicable population projections. As such, the project's operation-related impacts on water supply will be less than significant.

The existing LADWP water infrastructure would be adequate to provide for the water flow necessary to serve the project during operation. As construction activities would require a limited and temporary demand for water that would be less than that generated by the project during operation, the existing water infrastructure would similarly be adequate to provide for the water flow necessary to serve construction activities. Overall, construction activities associated with the project will not require or result in the construction of new water facilities or expansion of existing facilities that could have a significant impact on the environment. As such, construction-related impacts to water infrastructure will be less than significant.

The existing public infrastructure, together with the proposed fire suppression system of the project, would meet the domestic water demands of the project and applicable fire protection requirement. Therefore, no upgrades to the mainlines that serve the project site will be required as they would have capacity to serve the project's water demand. Therefore, the project's operational impacts on water infrastructure will be less than significant.

With regard to cumulative impacts, LADWP determined that it will be able to reliably provide water to its customers through the year 2035, as well as the intervening years. The LADWP demand projections are valid for wet, dry, and multi-year dry conditions. Therefore, the project, combined with the related projects, would be within the available and projected available water supplies for normal, single-dry, and multiple-dry years through the year 2035. Thus, project impacts on water supply will not be cumulatively considerable, and cumulative impacts on water supply will be less than significant.

With regard to cumulative impacts on water infrastructure, as with the project, other new development projects would be subject to LADWP review to assure that the existing public infrastructure would be adequate to meet the domestic and fire water demands of each project, and individual projects would be subject to LADWP and City requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements, etc. Furthermore, LADWP, Los Angeles Department of Public Works, and the Los Angeles Fire Department would conduct ongoing evaluations of its infrastructure to ensure facilities are adequate when responding to service advisory requests for other projects. Therefore, project impacts on water infrastructure will not be cumulatively considerable, and cumulative impacts on the water infrastructure system will be less than significant.

L. Energy

1. Description of Effects

a. Energy Demand

i. Construction

Electricity

During construction of the project, electricity would be consumed to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. Electricity would be supplied to the project site by LADWP and would be obtained from existing electrical poles on or adjacent to the

project site. Overall, construction activities associated with the project would require limited electricity consumption that would not have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary. A total of approximately 3,047 kWh of electricity is anticipated to be consumed during project construction. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed, and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. Therefore, the use of electricity during project construction will not be wasteful, inefficient, or unnecessary.

Construction of the project's electrical infrastructure would primarily occur within the project site although some offsite construction activities to connect the project's electrical infrastructure with primary electrical distribution lines could occur. Furthermore, the project applicant would be required to coordinate electrical infrastructure removals or relocations with LADWP and comply with site-specific requirements set forth by LADWP, which would ensure that service disruptions and potential impacts associated with grading, construction, and development within LADWP easements are minimized. As such, construction of the project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

As the estimated construction electricity usage represents approximately 0.18 percent of the estimated net operational demand which, construction of the project would not result in an increase in demand for electricity that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, based on the above, construction-related impacts to electricity supply and infrastructure will be less than significant.

Natural Gas

Natural gas would not be supplied to support project construction activities. Therefore, there would be no demand generated by construction. However, the project would involve installation of new natural gas connections to serve the project site. Since the project site is located in an area already served by existing natural gas infrastructure, it is anticipated that the project would not require extensive offsite infrastructure improvements to serve the project site. Construction impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, project contractors would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service to other properties. Therefore, construction of the project will not result in an increase in demand for natural gas to affect available supply or distribution infrastructure capabilities and will not result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Construction-related impacts to natural gas supply and infrastructure will be less than significant.

Transportation Energy

On- and off-road vehicles would consume an estimated 37,577 gallons of gasoline and approximately 68,663 gallons of diesel fuel throughout the project's construction. The fuel usage during project construction would account for approximately 0.0002 percent of the existing annual gasoline-related energy consumption and 0.002 percent of the existing annual diesel fuel-related

energy consumption in the State of California. Through compliance with the City's construction-related solid waste recycling programs, the project would contribute to reduced energy consumption. Based on the above, project construction will not result in the wasteful, inefficient, and unnecessary consumption of transportation-related energy resources.

ii. Operation

Electricity

Without compliance with applicable regulatory requirements and incorporation of project design features, buildout of the project would result in a projected consumption of electricity totaling approximately 2,240,352 kWh/year. Implementation of regulatory requirements and project design features would reduce the project's estimated electricity consumption by approximately 26 percent to 1,663,467 kWh/year. Based on LADWP's 2015 Power Integrated Resource Plan, LADWP forecasts that its total energy sales in the 2019–2020 fiscal year (the project's buildout year) will be 23,399 gigawatt-hours (GWh) of electricity. As such, the project-related net increase in annual electricity consumption of 1,663,467 kWh/year would represent approximately 0.007 percent of LADWP's projected sales in 2019. Therefore, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the project's electricity demand. Thus, impacts with regard to electrical supply and infrastructure capacity will be less than significant.

Natural Gas

Without incorporation of project design features, buildout of the project is projected to generate an annual demand for natural gas totaling approximately 1,572,179 cubic feet. The project would result in a net new consumption of natural gas within the project site. Implementation of regulatory requirements and project design features would reduce the project's estimated demand for natural gas by approximately 46 percent to 849,342 cubic feet, or 2,327 cubic feet per day (cu ft/day). Based on the 2014 California Gas Report, the California Energy Commission estimates natural gas consumption within SoCalGas' planning area will be approximately 2,676 million cubic feet per day (mm cu ft/day) in 2019. The project would account for approximately 0.00003 percent of the 2019 forecasted consumption in SoCalGas' planning area. Furthermore, SoCalGas has confirmed that the project's electricity demand can be served by the facilities in the project area. Therefore, it is anticipated that SoCalGas' existing and planned natural gas supplies would be sufficient to support the project's demand for natural gas.

Transportation Energy

The project would result in the consumption of petroleum-based fuels related to vehicular travel to and from the project site. Without incorporation of project design features, buildout of the project would consume approximately 221,765 gallons of gasoline and 38,389 gallons of diesel per year, or a total of 260,154 gallons of petroleum-based fuels per year. The project would include vehicular trip reduction measures as part of a Transportation Demand Management Program. Implementation of the Transportation Demand Management Program and use of public transportation would serve to reduce vehicle miles and result in a corresponding reduction in the consumption of petroleum-based fuels. Furthermore, the project would be consistent with the VMT reduction policies included in the 2012–2035 RTP/SCS. The 2012–2035 RTP/SCS targets a 9-percent reduction in VMT by 2020 and a 16-percent reduction by 2035. Furthermore, although there are no per capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the Updated RTP/SCS's GHG emission reduction trajectory shows that more aggressive

GHG emission reductions are projected for 2040. The Updated RTP/SCS would result in an estimated 21-percent decrease in per capita GHG emissions by 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21-percent decrease in per capita GHG emissions by 2040 (an additional 3-percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the Updated RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state's GHG emission reduction goals. Thus, consistent with both the 2012–2035 RTP/SCS and the Updated RTP/SCS, the project would reduce VMT by 27 percent, and, consequently, the project's petroleum-based fuel usage would be reduced by 27 percent to approximately 161,975 gallons of gasoline and 28,039 gallons of diesel per year or a total of 190,014 gallons of petroleum-based fuels.

b. Energy Conservation

Green building design and construction practices capable of achieving the standards of the Silver Rating under the U.S. Green Building Council's LEED® green building program or equivalent green building standards would be implemented as part of the project. Accordingly, the project would incorporate the City's Green Building Standards and comply with Title 24. With regard to the use of energy provided by alternative (i.e. renewable) resources, offsite and onsite, to meet the project's operational demands, such use is constrained by the energy portfolio mix managed by the LADWP and limitations on the availability or feasibility of onsite energy generation. In accordance with Senate Bill 2 and the California Energy Commission Renewable Portfolio Standard Enforcement Procedures, the LADWP is required to obtain a minimum of 33 percent of their energy portfolio from renewable resources by 2020 and expand that level to at least 50 percent by 2030. The current renewable resources procured by the LADWP include biomass and biowaste, geothermal, small hydroelectric, solar, and wind. Approximately 20 percent of LADWP's 2014 electricity purchases were from renewable sources, which is similar to 20 percent statewide. More specifically, approximately 12 percent of LADWP's renewable energy resources are from wind energy, 5 percent from biomass and biowaste, one percent from geothermal, one percent from solar, and one percent from small hydroelectric. This represents the available offsite renewable sources of energy that would meet the project demand.

Overall, the project will be designed and constructed in accordance with State and local green building standards that would serve to reduce the energy demand of the project. Additionally, based on the above, the project's energy demand would be within the existing and planned electricity and natural gas capacities of LADWP and SoCalGas, respectively. Therefore, development of the project will not cause wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F of the CEQA Guidelines. In addition, project operations will not conflict with adopted energy conservation plans.

c. Cumulative

i. Electricity

Buildout of the project, the 111 related projects, and additional growth forecasted to occur in the City would increase electricity consumption during project construction and operation and, thus, cumulatively increase the need for energy supplies and infrastructure capacity, such as new or expanded energy facilities. Although future development would result in the irreversible use of renewable and non-renewable electricity resources during project construction and operation which could limit future availability, the use of such resources would be on a relatively small scale and would be consistent with growth expectations for LADWP's service area. Furthermore, like the project, during construction and operation, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate mitigation

measures, as necessary. Accordingly, the project's contribution to cumulative impacts related to electricity consumption will not be cumulatively considerable and, thus, will be less than significant.

Electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by LADWP are ongoing. As described in LADWP's 2015 Power Integrated Resource Plan, LADWP would continue to expand delivery capacity as needed to meet demand increases within its service area at the lowest cost and risk consistent with LADWP's environmental priorities and reliability standards. Development projects within the LADWP service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. Each of the related projects would be reviewed by LADWP to identify necessary power facilities and service connections to meet the needs of their respective projects. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the electrical infrastructure in the project area. As such, the project's contribution to cumulative impacts with respect to electricity infrastructure will not be cumulatively considerable and, thus, will be less than significant.

ii. Natural Gas

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

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

iii. Transportation Energy

Buildout of the project, related projects, and additional forecasted growth would cumulatively increase the demand for transportation-related fuel in the State and region. While there would be an increase in the consumption of petroleum-based fuels, the project's contribution to cumulative impacts related to transportation energy consumption will not be cumulatively considerable and, thus, will be less than significant. Additionally, petroleum currently accounts for 90 percent of California's transportation energy sources; however, over the last decade the State has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce vehicle miles traveled which would reduce reliance on petroleum fuels. According to the CEC, gasoline consumption has declined by 6 percent since 2008, and the CEC

predicts that the demand for gasoline will continue to decline over the next 10 years and that there will be an increase in the use of alternative fuels, such as natural gas, biofuels, and electricity. As with the project, other future development projects would be expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions.

Furthermore, the project will be consistent with the energy efficiency policies emphasized by the 2012–2035 RTP/SCS and Updated RTP/SCS. By its very nature, the RTP/SCS is a regional planning tool that addresses cumulative growth and resulting environmental effects; therefore, as the project is consistent with the RTP/SCS, its contribution to cumulative transportation energy use is not cumulatively considerable, and is, therefore, less than significant.

2. Project Design Features

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

Project Design Feature C-2: The project would not include hearths (woodstove and fireplaces) installed in the residences.

Project Design Feature H-2: The project applicant shall develop and implement a Transportation Demand Management (TDM) Plan that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. The Transportation Demand Management Plan shall be subject to review and approval by the Department of City Planning and LADOT. The Transportation Demand Management Plan may include, but is not limited to, the following:

- Carpools: Assist staff members in the formation of carpools. Based on demand, designate parking spaces within the onsite parking structure for parking by recognized staff carpools that are located within a preferred and convenient area of the structure.
- Public Transit: Provide new employees with a one-month transit pass at no cost to the employee.
- Staggered/Flexible Work Schedules: To the extent feasible, allow staff to work staggered and/or flexible work schedules. This may include a compressed work week (e.g., four 10-hour work days per week) and/or staggered work schedules that allow for arrival and departure outside of the regular peak weekday commute periods (e.g., 7:00 A.M.–10:00 A.M. and 3:00 P.M.–6:00 P.M.).

Project Design Feature I-1: The project design shall incorporate the following design features to support water conservation:

- Residential bathroom faucets with a maximum flow rate of 1.0 gallon per minute and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No showerhead in a shower stall shall have a flow rate greater than 1.75 gallons per minute.
- High-efficiency clothes washers within common laundry rooms (commercial washers with water factor of 7.5 or less).
- No-flush or waterless urinals in all non-residential restrooms as appropriate.
- Non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and of a self-closing design (i.e., that would automatically turn off when not in use).
- Non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
- Minimum irrigation system distribution uniformity of 75 percent.
- Use of proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.
- Use of landscape contouring to minimize precipitation runoff.

3. Mitigation Measures

No mitigation measures are included in the EIR with regard to energy.

Construction-related impacts to electricity supply and infrastructure, natural gas supply and infrastructure, and impacts associated with transportation energy will be less than significant. Impacts with regard to electrical supply and infrastructure capacity, impacts to the natural gas supply and infrastructure, and impacts related to transportation energy during operation of the project will be less than significant.

Cumulative impacts with respect to electricity consumption and infrastructure, natural gas consumption and infrastructure, and to transportation energy use will be less than significant. No mitigations are required.

The implementation of Project Design Features C-1, C-2, H-2, and I-1 will ensure impacts to energy remain less than significant.

Construction activities associated with the project would require limited electricity consumption that would not have an adverse impact on available electricity supplies and infrastructure. Construction of the project would not result in an increase in demand for electricity that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, construction-related impacts to electricity supply and infrastructure will be less than significant.

Natural gas would not be supplied to support project construction activities. Therefore, there would be no demand generated by construction. In addition, construction impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. Therefore, construction-related impacts to natural gas supply and infrastructure will be less than significant.

The fuel usage during project construction would account for approximately 0.0002 percent of the existing annual gasoline-related energy consumption and 0.002 percent of the existing annual diesel fuel-related energy consumption in the State of California. Project construction will not result in the wasteful, inefficient, and unnecessary consumption of transportation-related energy resources. Therefore, construction-related impacts will be less than significant.

The project-related net increase in annual electricity consumption would represent approximately 0.007 percent of LADWP's projected sales in 2019. Therefore, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the project's electricity demand. Thus, impacts with regard to electrical supply and infrastructure capacity will be less than significant.

The project would account for approximately 0.00003 percent of the 2019 forecasted consumption in SoCalGas' planning area. Furthermore, SoCalGas has confirmed that the project's electricity demand can be served by the facilities in the project area. Therefore, it is anticipated that SoCalGas' existing and planned natural gas supplies would be sufficient to support the project's demand for natural gas. Therefore, impacts to the natural gas supply and infrastructure will be less than significant.

Consistent with both the 2012–2035 RTP/SCS and the Updated RTP/SCS, the project would reduce VMT by 27 percent, and, consequently, the project's petroleum-based fuel usage would be reduced by 27 percent to approximately 161,975 gallons of gasoline and 28,039 gallons of diesel per year or a total of 190,014 gallons of petroleum-based fuels. Therefore, impacts associated with transportation energy will be less than significant.

With regard to cumulative impacts, LADWP would continue to expand delivery capacity as needed to meet demand increases within its service area at the lowest cost and risk consistent with LADWP's environmental priorities and reliability standards. Development projects within the LADWP service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. Each of the related projects would be reviewed by LADWP to identify necessary power facilities and service connections to meet the needs of their respective projects. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the electrical infrastructure in the project area. As such, the project's contribution to cumulative impacts with respect to electricity infrastructure will not be cumulatively considerable and, thus, will be less than significant.

Like the project, during project construction and operation other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate mitigation measures, as necessary. In addition, it is expected that SoCalGas would continue to expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. As such, cumulative impacts with respect to natural gas consumption and infrastructure will not be cumulatively considerable and, thus, will be less than significant.

As with the project, other future development projects would be expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions. Furthermore, the project will be consistent with the energy efficiency policies emphasized by the 2012–2035 RTP/SCS and Updated RTP/SCS. Therefore, as the project is consistent with the RTP/SCS, its contribution to cumulative transportation energy use is not cumulatively considerable, and is, therefore, less than significant.

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

The Final EIR determined that the project impacts set forth below will be less than significant with the implementation of mitigation measures described in the Final EIR. Based on that analysis, the City finds and determines that, based on substantial evidence, mitigation measures described in the Final EIR will reduce potentially significant impacts identified for the following environmental impact categories to below the level of significance.

A. Geology and Soils

1. Description of Effects

a. Strong Seismic Ground Shaking

The project site is located within the seismically active region of Southern California and would potentially be subject to strong ground motion if a moderate to strong earthquake occurs on a local or regional fault. This potentially significant impact can be mitigated through engineering design solutions that will reduce the substantial risk of exposing people or structures to loss or injury. State and local code requirements ensure that buildings are designed and constructed in a manner that, although the buildings may sustain damage during a major earthquake, would reduce the substantial risk that buildings would collapse. The potentially significant impacts related to seismic ground shaking at the project site will be reduced to a less than significant level through conformance with existing state laws, City ordinances, and the application of accepted and proven construction engineering practices. The Geotechnical Investigation contains preliminary recommendations for the type of engineering practices that would be used to minimize the risks associated with seismic shaking. Those recommendations are included below as mitigation measures (refer to Mitigation Measures D-1 through D-6). In addition, in accordance with Mitigation Measure D-7 below, a final design-level geotechnical report will be prepared by the project applicant and reviewed to the satisfaction of the Department of Building and Safety before the issuance of grading permits. The final recommendations from that report will be enforced for the construction of the project.

As with other development projects in the Southern California region, the project will comply with the Los Angeles Building Code, which incorporates current seismic design provisions of the 2013 California Building Code, with City amendments, to minimize seismic impacts. The project would

also be required to comply with the permitting requirements of the Department of Building and Safety, including the recommendations provided in a final, site-specific geotechnical report subject to review and approval by the Department of Building and Safety. Through compliance with regulatory requirements, site-specific geotechnical recommendations contained in a final design-level geotechnical engineering report, and adherence to the mitigation measures provided below, the project will not cause or accelerate geologic hazards related to strong seismic ground shaking, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury, and potential impacts related to strong seismic ground shaking would be reduced to a less than significant level.

b. Seismically Induced Settlement

Seismically induced settlement or compaction of dry or moist, cohesionless soils can result from earthquake ground motion. Such settlements are typically most damaging when the settlements are differential in nature across the length of structures. According to the Geotechnical Investigation, the risk of consolidation and hydrocollapse of the older alluvium at the depth of the proposed excavation of 35 feet is low. In addition, while laboratory testing conducted as part of the Geotechnical Investigation indicated that the in-situ dry densities are high for the soil samples taken at the foundation level, those soils typically have a very low potential for consolidation. While these risks are not substantial, the project's impact related to seismically induced settlement could potentially be significant.

The applicable requirements in the Los Angeles Building Code ensure that buildings are designed and constructed in a manner that, although the buildings may sustain damage during a major earthquake, would reduce the risk that buildings would collapse. As a result, the potentially significant impact related to seismically induced settlement at the project site would be less than significant. The Geotechnical Investigation contains preliminary recommendations for the type of engineering practices that would be used to minimize the risks associated with seismically induced settlement. Those recommendations are included below as mitigation measures (refer to Mitigation Measure D-1 through Mitigation Measure D-6). In addition, in accordance with Mitigation Measure D-7 below, a final design-level geotechnical report will be prepared by the project applicant and reviewed to the satisfaction of the Department of Building and Safety before the issuance of grading permits. The final recommendations from that report will be enforced for the construction of the project.

In addition, the State and City mandate compliance with numerous rules related to seismic safety, including the Alquist-Priolo Earthquake Fault Zoning Act, Seismic Safety Act, Seismic Hazards Mapping Act, the General Plan Safety Element, and the Los Angeles Building Code. Pursuant to those laws, and the mitigation measures proposed in the Final EIR, the project must demonstrate compliance with the applicable provisions of these safety requirements before permits can be issued for the construction of the project.

For these reasons, through compliance with regulatory requirements, site-specific geotechnical recommendations contained in a final, design-level geotechnical engineering report, and adherence to the mitigation measures referenced above and described below, the project's potential impacts related to seismically induced settlement will be reduced to a less-than-significant level.

2. Project Design Features

No project design features are included in the EIR with regard to geology and soils.

3. Mitigation Measures

Mitigation Measure D-1: Footings for buildings with subterranean levels shall be founded in firm older alluvium.

Mitigation Measure D-2: Footings for on-grade buildings shall be founded within a new compacted fill cap or shall extend into older alluvium. If utilized for support, the fill cap shall extend a minimum of 5 feet below the existing ground surface and 3 feet below the bottom of foundations. The bottom of the fill cap shall extend into competent natural soil.

Mitigation Measure D-3: If existing fill material is to be re-used, any construction debris in the existing fill material shall be removed.

Mitigation Measure D-4: If fill is to be placed in the upper 6 to 8 inches of the surface exposed by the excavation, the fill shall be scarified, moisture conditioned to 2 or 4 percent over optimum moisture content, and compacted to 90 percent relative compaction. If localized areas of relatively loose soils prevent proper compaction, over-excavation and re-compaction shall occur.

Mitigation Measure D-5: A shoring plan shall be implemented during construction to provide stable excavations and prevent settlement due to the removal of adjacent soil.

Mitigation Measure D-6: The performance of the shoring system shall be monitored. The monitoring shall consist of periodic surveying of the lateral and vertical locations of the tops of all the soldier piles and the lateral movement along the entire lengths of selected soldier piles. Periodic monitoring of the load on selected anchors, where applicable, shall also occur.

Mitigation Measure D-7: Prior to issuance of grading permits, the project applicant shall submit final design plans and a geotechnical engineering report to the Department of Building and Safety for review and approval. The design-level geotechnical engineering report shall be used for final design of the foundation system for the structures and will take into consideration the engineering properties beneath the proposed structures and the projected loads. The final report shall specify exact design coefficients that are needed by structural engineers to determine the type and sizing of structural building materials. The final report shall be subject to the specific performance criteria imposed by the Los Angeles Building Code. The final geotechnical report shall be prepared by a registered civil engineer or certified engineering geologist and include appropriate measures to minimize seismic hazards and ensure structural safety of the proposed structure. The proposed structures shall be designed and constructed in accordance

with all applicable provisions of the Los Angeles Building Code.

4. Finding

With respect to the potential impacts regarding strong seismic ground shaking and seismically induced settlement associated with the project, each decisionmaking body of the City adopts the first possible finding as outlined above in Subsection III, which states that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (Guidelines Section 15091 (a)(1)).

5. Rationale for Finding

As with other development projects in the Southern California region, the project will comply with the Los Angeles Building Code, which incorporates current seismic design provisions of the 2013 California Building Code, with City amendments, to minimize seismic impacts. The project would also be required to comply with the permitting requirements of the Department of Building and Safety, including the recommendations provided in a final, site-specific geotechnical report subject to review and approval by the Department of Building and Safety. Through compliance with regulatory requirements, site-specific geotechnical recommendations contained in a final design-level geotechnical engineering report, and adherence to the mitigation measures provided above, the project will not cause or accelerate geologic hazards related to strong seismic ground shaking, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury, and potential impacts related to strong seismic ground shaking would be reduced to a less than significant level.

Additionally, the applicable requirements in the Los Angeles Building Code ensure that buildings are designed and constructed in a manner that, although the buildings may sustain damage during a major earthquake, would reduce the risk that buildings would collapse. Furthermore, the Geotechnical Investigation contains preliminary recommendations for the type of engineering practices that would be used to minimize the risks associated with seismically induced settlement. Those recommendations are included above as mitigation measures (refer to Mitigation Measure D-1 through Mitigation Measure D-6). In addition, in accordance with Mitigation Measure D-7, a final design-level geotechnical report will be prepared by the project applicant and reviewed to the satisfaction of the Department of Building and Safety before the issuance of grading permits. The final recommendations from that report will be enforced for the construction of the project. Therefore, through compliance with regulatory requirements, site-specific geotechnical recommendations contained in a final, design-level geotechnical engineering report, and adherence to the mitigation measures referenced above, the project's potential impacts related to seismically induced settlement will be reduced to a less-than-significant level.

6. Reference

For a complete discussion of the project's impacts associated with geology and soils, see Section IV.D, Geology and Soils, of the Draft EIR.

B. Noise

1. Description of Effects

a. Onsite Construction Noise

Noise impacts from project-related construction activities occurring within or adjacent to the project site would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise sensitive receptors. The maximum estimated construction noise levels associated with construction of the project will exceed the significance thresholds at receptor locations R1 through R3 and R5. The maximum estimated construction noise levels associated with construction of the project would not exceed the significance threshold at receptor location R4. However, the significance thresholds would not apply to receptor locations R3 and R4 as the studio uses represented by these receptor locations are not defined as noise sensitive uses by the *L.A. CEQA Thresholds Guide*. Therefore, under the most conservative impact assessment (and not including the studio uses, which are not considered noise sensitive uses in the *L.A. CEQA Thresholds Guide*), temporary noise impacts associated with the project's onsite construction will be significant at receptor locations R1, R2, and R5. As provided below, Mitigation Measure F-1 would be implemented to reduce onsite construction noise impacts and will reduce the project's onsite construction noise impacts during construction to a less than significant level.

The project's potential noise impact on the Hubert Howe Bancroft Middle School was also evaluated in response to a comment letter from the Los Angeles Unified School District. The project will not have a significant impact on the Middle School per the construction noise screening criteria in the *L.A. CEQA Thresholds Guide* because (1) the Middle School is located on the south side of Romaine Street, which is approximately 740 feet south of the project site, and (2) construction of the Project would not occur during nighttime hours or on Sunday. Furthermore, R4 is located just north of the Middle School along Las Palmas Avenue and the R4 receptor site has similar ambient noise conditions as the Middle School. Therefore, the noise modeling results for the R4 receptor (61.7 dBA Leq) demonstrate that the construction noise levels at the Middle School will be well below the LAUSD exterior noise standard of 67 dBA Leq. Moreover, the Middle School is shielded from the project site by numerous existing intervening buildings. Finally, the project includes Mitigation Measure F-1, which requires the use of impermeable sound barriers along the southern property line of the project site, which will further attenuate construction noise and thereby further reduce potential noise impacts on the Middle School. Therefore, in any case, the construction noise impacts from the project on the Middle School will be less than significant.

b. Onsite Construction Vibration (building damage)

The project will generate ground-borne construction vibration during site demolition and shoring/excavation/grading activities when heavy construction equipment, such as large bulldozers, drill rigs, and loaded trucks, would be used. The estimated vibration velocity levels from all construction equipment will be below the building damage significance threshold of 0.2 PPV at the offsite structures to the north and south (south of Santa Monica Boulevard). However, the estimated ground-borne vibration levels from heavy construction equipment (i.e., large bulldozer, drill rig, loaded truck) will exceed the 0.2 PPV significance threshold at the commercial building located on the west side of N. McCadden Place, south of the West Site and at the commercial buildings located east of the East Site along N. Las Palmas Avenue. This potential vibration impact will only occur when heavy construction equipment operates within 15 feet of the commercial buildings to the west and east. At a distance of 15 feet or greater, the estimated vibration from the construction equipment will be below the 0.2 PPV threshold.

As provided below, Mitigation Measure F-2 would be implemented to reduce vibration impacts on the commercial buildings to the west and east and thereby reduce the project's vibration impacts (pursuant to the threshold of significance for building damage) during construction to a less than significant level.

2. Project Design Features

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

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

3. Mitigation Measures

Mitigation Measure F-1: A temporary and impermeable sound barrier shall be erected along the northern and southern property lines of the project site (along Santa Monica Boulevard). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the SAE Institute (receptor location R5) to the south and 8-dBA noise reduction at the residential and theater uses to the north (receptor locations R1 and R2).

Mitigation Measure F-2: The contractor shall employ the following construction methods to minimize the generation of ground-borne vibration at the adjacent buildings to the west and east of the project site:

a) Utilize smaller pieces of construction equipment, such as a small bulldozer and hand held compactors, when construction occurs within 15 feet of the adjacent offsite buildings.

b) Avoid using a jackhammer within 8 feet of the adjacent offsite buildings; use a saw to cut the asphalt.

c) Utilize mini-caisson or alternative methods for installation of piles within 15 feet of the adjacent offsite buildings.

d) Retain the services of a qualified vibration consultant to monitor ground-borne vibration at the adjacent buildings to the west and east of the project site during site excavation (when the use of heavy construction equipment, such as a large bulldozer, drill rig, or loaded truck occurs) within 15 feet of the offsite building structures adjacent to the project site. If the measured

ground-borne vibration levels exceed 0.2 inch/second (PPV) at the adjacent offsite structures, the project contractor shall evaluate and employ alternative construction methods, so that the ground-borne vibration levels would be below 0.2 inch/second (PPV) at the adjacent offsite structures to the west and east.

4. Finding

With respect to the impacts regarding onsite construction noise and onsite construction vibration (building damage) associated with the project, each decision making body of the City adopts the first possible finding as outlined above in Subsection III, which states that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (Guidelines Section 15091 (a)(1)).

5. Rationale for Finding

Under the most conservative impact assessment (and not including the studio uses, which are not considered noise sensitive uses in the *L.A. CEQA Thresholds Guide*), temporary noise impacts associated with the project's onsite construction will be significant at receptor locations R1, R2, and R5. Mitigation Measure F-1 would be implemented to reduce onsite construction noise impacts and will reduce the project's onsite construction noise impacts during construction to a less than significant level.

The estimated ground-borne vibration levels from heavy construction equipment (i.e., large bulldozer, drill rig, loaded truck) will exceed the 0.2 PPV significance threshold at the commercial building located on the west side of N. McCadden Place, south of the West Site and at the commercial buildings located east of the East Site along N. Las Palmas Avenue. This potential vibration impact will only occur when heavy construction equipment operates within 15 feet of the commercial buildings to the west and east. At a distance of 15 feet or greater, the estimated vibration from the construction equipment will be below the 0.2 PPV threshold. Mitigation Measure F-2 would be implemented to reduce vibration impacts on the commercial buildings to the west and east and thereby reduce the project's vibration impacts (pursuant to the threshold of significance for building damage) during construction to a less than significant level.

6. Reference

For a complete discussion of the project's impacts associated with noise, see Section IV.F, Noise, of the Draft EIR.

<u>VIII. Impacts Determined to be Significant and Unavoidable in the Final EIR that Cannot Be Mitigated to a Less-Than-Significant Level</u>

The Final EIR determined that the environmental impacts set forth below are significant and unavoidable. In order to approve the project with significant unmitigated impacts, the City is required to adopt a Statement of Overriding Considerations, which is set forth in Subsection H below. No additional environmental impacts other than those identified below will have a significant effect or result in a substantial or potentially substantial adverse effect on the environment as a result of the construction or operation of the project. The City finds and determines that:

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

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

A. Noise

1. Description of Effects

a. Onsite Construction Vibration (Human Annoyance/Special Buildings)

The estimated ground-borne vibration levels from construction equipment would be below the significance thresholds for human annoyance at receptor locations R1, R2, R4 and R5. However, the estimated vibration levels at receptor location R3 would be above the 65 VdB significance threshold for studio uses. Although studio uses are not considered noise sensitive uses under the *L.A. CEQA Thresholds Guide* for construction noise, such uses are contemplated as sensitive to vibration under the FTA criteria. Therefore, vibration impacts on receptor location R3 during construction of the project would be significant pursuant to the FTA vibration threshold of significance for special buildings.

In addition to Mitigation Measure F-2, provided below, additional mitigation measures considered to reduce vibration impacts from onsite construction activities with respect to human annoyance/special buildings (i.e., studio adjacent to the project site) included the installation of a wave barrier, which is typically a trench or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, as wave barriers are not considered cost effective and construction of a wave barrier to reduce the project's construction-related vibration impacts would, in and of itself, generate ground-borne vibration from the excavation equipment, it is concluded that there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from onsite construction associated with special buildings to a less-than-significant level.

Therefore, vibration impacts from onsite construction activities with respect to human annoyance/special buildings would be significant and unavoidable. However, vibration levels at location R3 would be reduced to below the 65 VdB significance threshold when heavy construction equipment (e.g., large bulldozer, caisson drilling and onsite loaded truck) are operating at distance of minimum 140 feet from the studio building.

b. Offsite Construction Vibration (Human Annoyance/Special Buildings)

The threshold of significance for human annoyance/special buildings is 72 VdB for sensitive uses, including residential and theater uses, 65 VdB for studio (recording/broadcast) uses, and 75 VdB for school uses. The temporary vibration levels could reach approximately 75 VdB periodically as trucks pass receptors sensitive to vibration along the anticipated haul route. While there are no residential uses along Santa Monica Boulevard between the project site and the 101 Freeway which could be subjected to these periodic vibration levels, there are theater and studio uses

along the anticipated haul route. The FTA criteria consider these uses sensitive to vibration impacts. Therefore, potential vibration impacts associated with temporary and intermittent vibration from construction trucks traveling along the anticipated haul route would be significant on these receptors with respect to human annoyance/special buildings. There are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from offsite construction associated with human annoyance/special buildings to a less-than-significant level. Therefore, construction vibration impacts from offsite construction with respect to human annoyance/special buildings would be significant and unavoidable. However, impacts would be temporary, intermittent, and limited to during daytime hours when the haul truck is traveling within 20 feet of a sensitive receptor.

c. Cumulative Onsite Construction Noise

Noise from construction of development projects is typically localized and has the potential to affect areas immediately within 500 feet from the construction site, based on the *L.A. CEQA Thresholds Guide* screening criteria. Thus, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located midway between the two construction sites. Cumulative noise impacts could occur at the nearby sensitive uses located between the project site and Related Project No. 28, (the Lexington Mixed-Use project) located at 6677 Santa Monica Boulevard, and related Project No. 48, a mixed-use development located at 1233 Highland Avenue with concurrent construction of the project and those related projects. Implementation of Mitigation Measure F-1, provided below, would reduce the project's construction noise impacts from onsite activities to a less-than-significant level. While it is anticipated that nearby related projects would similarly implement mitigation measures to address any potential noise impacts from onsite construction activities, potential cumulative impacts as a result of construction of the project and nearby related projects could result. Therefore, cumulative construction noise impacts from onsite activities would be significant and unavoidable.

d. Cumulative Onsite Construction Vibration (human annoyance/special buildings)

With regard to human annoyance, there are no residential uses close enough to the project site to be impacted due to cumulative construction vibration impacts. However, potential cumulative construction vibration impacts (per the applicable FTA criteria) with respect to special buildings could occur at the studio use adjacent to the project site. Heavy construction equipment used at Related Project No 28, at a distance of 55 feet away from the studio, could produce ground-borne vibration that could exceed the 65 VdB threshold for studio uses. Therefore, cumulative construction vibration impacts pursuant to the FTA threshold for special buildings would be significant in the event of concurrent construction of the project and Related Project No. 28. There are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from onsite construction associated with human annoyance/special buildings to a less-than-significant level. Therefore, cumulative vibration impacts from onsite construction activities with respect to human annoyance/special buildings would be significant and unavoidable.

e. Cumulative Offsite Construction Vibration (Human Annoyance/Special Buildings)

As related projects would be anticipated to use similar trucks as the project, it is anticipated that construction trucks would generate similar vibration levels along the anticipated haul route. Therefore, to the extent that other related project s use the same haul route as the Project, potential cumulative impacts to special buildings associated with temporary and intermittent vibration from haul trucks traveling along the designated haul routes would be significant. There are no feasible mitigation measures that could be implemented to reduce the temporary vibration

impacts from offsite construction associated with human annoyance/special buildings to a less-than-significant level. Therefore, vibration impacts from offsite construction activities with respect to human annoyance/special buildings would be significant and unavoidable.

2. Project Design Features

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

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

3. Mitigation Measures

Mitigation Measure F-1: A temporary and impermeable sound barrier shall be erected along the northern and southern property lines of the project site (along Santa Monica Boulevard). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the SAE Institute (receptor location R5) to the south and 8-dBA noise reduction at the residential and theater uses to the north (receptor locations R1 and R2).

Mitigation Measure F-2: The contractor shall employ the following construction methods to minimize the generation of ground-borne vibration at the adjacent buildings to the west and east of the project site:

a) Utilize smaller pieces of construction equipment, such as a small bulldozer and hand held compactors, when construction occurs within 15 feet of the adjacent offsite buildings.

b) Avoid using a jackhammer within 8 feet of the adjacent offsite buildings; use a saw to cut the asphalt.

c) Utilize mini-caisson or alternative methods for installation of piles within 15 feet of the adjacent offsite buildings.

d) Retain the services of a qualified vibration consultant to monitor ground-borne vibration at the adjacent buildings to the west and east of the project site during site excavation (when the use of heavy construction equipment, such as a large bulldozer, drill rig, or loaded truck occurs) within 15 feet of the offsite building structures adjacent to the project site. If the measured ground-borne vibration levels exceed 0.2 inch/second

(PPV) at the adjacent offsite structures, the project contractor shall evaluate and employ alternative construction methods, so that the ground-borne vibration levels would be below 0.2 inch/second (PPV) at the adjacent offsite structures to the west and east.

4. Finding

Each decision making body of the City finds that all feasible mitigation measures to substantially reduce or avoid the project's onsite construction vibration impact with respect to human annoyance/special buildings, the project's contribution to cumulative onsite construction noise impacts, and the project's contribution to cumulative onsite construction vibration impacts with respect to human annoyance/special buildings have been incorporated into the project. In accordance with CEQA Guidelines Section 15091, the City finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen these significant environmental impacts. However, while implementation of mitigation measures will reduce the impacts, the project's onsite construction vibration impact with respect to human annoyance/special buildings, the project's contribution to cumulative onsite construction noise impacts, and the project's contribution to cumulative onsite construction vibration impacts with respect to human annoyance/special buildings will be significant and unavoidable. Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the Final EIR.

Each decision making body of the City finds that the project's offsite construction vibration impact with respect to human annoyance/special buildings and the project's offsite cumulative construction vibration impact with respect to human annoyance/special buildings are significant and unavoidable. Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the Final EIR.

5. Rationale for Finding

Vibration impacts on receptor location R3 during construction of the project would be significant pursuant to the FTA vibration threshold of significance for special buildings. In addition to Mitigation Measure F-2, provided above, additional mitigation measures considered to reduce vibration impacts from onsite construction activities with respect to human annoyance/special buildings (i.e., studio adjacent to the project site) included the installation of a wave barrier, which is typically a trench or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, as wave barriers are not considered cost effective and construction of a wave barrier to reduce the project's construction-related vibration impacts would, in and of itself, generate ground-borne vibration from the excavation equipment, it is concluded that there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from onsite construction associated with special buildings to a less-than-significant level. Therefore, vibration impacts from onsite construction activities with respect to human annoyance/special buildings would be significant and unavoidable.

While there are no residential uses along Santa Monica Boulevard between the project site and the 101 Freeway which could be subjected to periodic vibration levels, there are theater and studio uses along the anticipated haul route. The FTA criteria consider these uses sensitive to vibration impacts. Therefore, potential vibration impacts associated with temporary and intermittent vibration from construction trucks traveling along the anticipated haul route would be significant on these receptors with respect to human annoyance/special buildings. There are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from

offsite construction associated with human annoyance/special buildings to a less-than-significant level. Therefore, construction vibration impacts from offsite construction with respect to human annoyance/special buildings would be significant and unavoidable.

Cumulative noise impacts could occur at the nearby sensitive uses located between the project site and Related Project No. 28, (the Lexington Mixed-Use project) located at 6677 Santa Monica Boulevard, and related Project No. 48, a mixed-use development located at 1233 Highland Avenue with concurrent construction of the project and those related projects. Implementation of Mitigation Measure F-1 would reduce the project's construction noise impacts from onsite activities to a less-than-significant level. While it is anticipated that nearby related projects would similarly implement mitigation measures to address any potential noise impacts from onsite construction activities, potential cumulative impacts as a result of construction of the project and nearby related projects could result. Therefore, cumulative construction noise impacts from onsite activities would be significant and unavoidable.

Cumulative construction vibration impacts pursuant to the FTA threshold for special buildings would be significant in the event of concurrent construction of the project and Related Project No. 28. There are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from onsite construction associated with human annoyance/special buildings to a less-than-significant level. Therefore, cumulative vibration impacts from onsite construction activities with respect to human annoyance/special buildings would be significant and unavoidable.

To the extent that other related projects use the same haul route as the project, potential cumulative impacts to special buildings associated with temporary and intermittent vibration from haul trucks traveling along the designated haul routes would be significant. There are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from offsite construction associated with human annoyance/special buildings to a less-than-significant level. Therefore, vibration impacts from offsite construction activities with respect to human annoyance/special buildings would be significant and unavoidable.

6. Reference

For a complete discussion of the project's impacts associated with noise, see Section IV.F, Noise, of the Draft EIR.

IX. Alternatives to the Project

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

A. Summary of Findings

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines Section 15096(g)(2), that no feasible alternative or mitigation measure will substantially lessen any significant effect of the project, reduce the significant unavoidable impacts of the project to a level that is less than significant, or avoid any significant effect the project would have on the environment.

B. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the CEQA Guidelines further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the project is to create a unified campus that serves as the new headquarters for the LGBT Center and provides multigenerational affordable housing, together with integrated services and new and expanded programs to meet the specific needs of the most vulnerable populations in the LGBT community: at-risk, homeless and low-income young people and seniors. As set forth by the CEQA Guidelines, the project's specific objectives are as follows:

- Develop an iconic new headquarters for the Los Angeles LGBT Center that provides multigenerational, affordable housing and a broad range of programs and services for seniors and young people in the LGBT community in an integrated complex.

- Provide a substantial amount of new affordable senior and youth housing for the LGBT community to help meet the increasing demand for the specific housing needs of seniors and young adults in the LGBT community and help address the City's affordable housing crisis.

- Provide affordable senior and youth housing for the LGBT community in close proximity to a variety of essential programs, services, educational opportunities and recreational amenities for the individuals who will occupy the affordable units.

- Develop a project that allows the LGBT Center to significantly expand critically needed programs, services and educational opportunities for low-income LGBT seniors and young adults.

- Substantially expand the LGBT Center's transitional living and emergency overnight bed programs to reduce the LGBT homeless population in the City.

- Develop affordable housing with sufficient units to support the size and scale of the proposed LGBT programs, services and amenities.

- Provide programs and services that complement and integrate the existing programs, services and social activities for the LGBT community at the Village.

- Provide a mix of uses on the project site that are linked by a convenient pedestrian circulation system and in close proximity to bus and rail lines to reduce vehicle trips and provide a range of transit options.

- Redevelop the underutilized project site with a mix of residential and commercial uses and amenities to create a safer, pedestrian-friendly environment for the project residents, employees, clients and guests and the surrounding community.

- Provide sufficient office space to consolidate the LGBT Center's administrative staff and enhance accessibility to LGBT Center services.

- Orient retail and administrative office uses along Santa Monica Boulevard for consistency with existing development.

- Provide a safe space for clients, residents, and other members of the LGBT community to maximize the number of people who will seek and get help from the LGBT Center.

C. Alternatives Analyzed in the Draft EIR

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

Each decisionmaking body of the City finds that given the potential impacts of the project, the Final EIR considered a reasonable range of alternatives to the project to provide informed decision-making in accordance with Section 15126.6 of the CEQA Guidelines.

Based on the significant environmental impacts of the project and the objectives established for the project, the following alternatives to the project were evaluated in the Final EIR:

- Alternative 1: No Project/No Build Alternative
- Alternative 2: Residential Only Alternative
- Alternative 3: Reduced Density Alternative

1. Alternative 1: No Project/No Build Alternative

a. Description of Alternative

Alternative 1, the No Project/No Build Alternative assumes that the project would not be approved and no new development would occur within the project site. Specifically, the project site would continue to be occupied by a one-story office building comprising approximately 28,600 square feet and associated surface parking (on the East Site) and the approximately 30,708-square-foot Village and associated surface parking (on the West Site) and no new construction would occur.

b. Impact Summary of Alternative

The No Project/No Build Alternative would avoid the project's significant and unavoidable environmental impacts related to onsite and offsite vibration during construction and the significant cumulative environmental impacts related to onsite noise and onsite and offsite vibration during construction. Alternative 1 would also eliminate all of the project's less-than-significant impacts and less-than-significant with mitigation impacts.

c. Finding

With respect to Alternative 1, each decision making body of the City adopts the third possible finding as outlined above in Subsection III, which states that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly

trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (CEQA Guidelines Section 15091(a)(3)).

d. Rationale for Finding

No new development would occur under the No Project/No Build Alternative and the project site would continue to operate as it does currently. As such, Alternative 1 would not meet the underlying purpose of the project or the project objectives. While the No Project/No Build Alternative would avoid all of the project's significant environmental impacts, it would not meet the project's underlying purpose and would not attain any of the project objectives. For these reasons, each decision making body of the City rejects the No Project/No Build Alternative as infeasible.

e. Reference

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

2. Alternative 2: Residential Only Alternative

a. Description of Alternative

Under Alternative 2, the Residential Only Alternative would replace the existing office building and surface parking on the East Site and the surface parking on the West Site with new buildings. However, the Residential Only Alternative would not provide any of the programs and services proposed as part of the project or include a new headquarters for the LGBT Center. The Residential Only Alternative would instead include only residential uses, with a total of 215 units, which is the maximum number of residential units that would normally be permitted in the proposed C2 zone. The Residential Only Alternative includes four residential buildings. Similar to the project, the first building would include 100 affordable housing units for seniors. The senior housing building proposed under this Alternative would be similarly situated along the northeastern portion of the East Site. However, the Residential Only Alternative would reduce the height of the senior housing building compared to the project from a six-story, 75-foot building to a five-story building with a maximum height of 65 feet.

b. Impact Summary of Alternative

Alternative 2 would reduce, but would not eliminate, the project's significant and unavoidable environmental impacts related to vibration during construction and the project's cumulative impacts related to construction noise and vibration. In addition, this Alternative would reduce many of the project's less-than-significant impacts and less-than-significant with mitigation impacts. However, the impact on library facilities would be greater under this Alternative due to the increased residential population. Also, impacts regarding geology and soils, land use consistency, construction traffic, and operational access and circulation, bicycle, pedestrian, and vehicular safety, and parking would be similar to those of the project.

c. Finding

With respect to Alternative 2, each decisionmaking body of the City adopts the third possible finding as outlined above in Subsection III, which states that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (CEQA Guidelines Section 15091(a)(3)).

d. Rationale for Finding

The Residential Only Alternative includes the development of additional youth housing units on the project site. However, this Alternative would eliminate the LGBT facility and associated uses proposed therein, including the senior center, youth center, administrative offices, accessory recreational space, kitchen/service area, transitional living and emergency guest rooms, and retail uses. Based on the uses proposed under Alternative 2, some of the project objectives would not be met or would not be met to the same extent as the project. Overall, the Residential Only Alternative would fail to meet the project's underlying purpose to create a unified campus that serves as the new headquarters for the LGBT Center and provides multigenerational affordable housing, together with integrated services and expanded programs to meet the specific needs of the most vulnerable populations in the LGBT community. In addition, Alternative 2 would reduce, but would not eliminate, any of the project's significant environmental impacts related to vibration during construction and the project's cumulative impacts related to construction noise and vibration. This Alternative would also result in greater impacts on library facilities due to the increased residential population. For these reasons, each decision making body of the City rejects the Residential Only Alternative as infeasible.

e. Reference

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

3. Alternative 3: Reduced Density Alternative

a. Description of Alternative

The Reduced Density Alternative would result in the development of the project site in a manner similar to the project, but the density of the proposed uses would be reduced. Specifically, under this Alternative, the proposed affordable housing units would be reduced by roughly 20 percent. The number of senior units would be reduced from 100 to 79 and the number of youth housing units would be reduced from 35 to 27, for an overall reduction from 135 units to 106 units. In addition, the new LGBT facility would be reduced by 30 percent from approximately 69,250 square feet to approximately 48,475 square feet of floor area. This would include a 4,960 square-foot senior center, 10,830 square-foot youth center, 11,930 square feet of administrative offices, approximately 3,650 square feet of accessory recreational space, a 3,165-square-foot kitchen/ service area, approximately 12,625 square feet of dwelling space with 39 transitional living and emergency guest rooms with a capacity for 70 beds (including 42 transitional living beds and 28 emergency overnight beds), and 1,315 square feet of retail, all of which would primarily serve project residents, employees, clients, and guests. As with the project, the uses proposed under the Reduced Density Alternative would be provided within three buildings, including a senior housing building, a youth housing building, and the LGBT facility building.

b. Impact Summary of Alternative

Alternative 3 would reduce but would not eliminate the project's significant environmental impacts related to vibration during construction and the project's cumulative impacts related to construction noise and vibration. Alternative 3 would also reduce many of the project's already less than significant impacts and less-than-significant with mitigation impacts. Impacts associated with construction traffic, and operational access and circulation, bicycle, pedestrian, and vehicular safety, and parking would be similar to the project.

c. Finding

With respect to Alternative 3, each decision making body of the City adopts the third possible finding as outlined above in Subsection III, which states that "specific economic, legal, social,

technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (CEQA Guidelines Section 15091(a)(3)).

d. Rationale for Finding

The Reduced Density Alternative represents a reduced scope of development compared to the project. Specifically, the number of residential units would be reduced by approximately 20 percent, which would decrease the number of senior units from 100 to 79 units and the number of youth housing units from 35 to 27, for an overall reduction from 135 units to 106 units. In addition, the new LGBT facility would be reduced by 30 percent, which would decrease the overall floor area from approximately 69,250 square feet to approximately 48,475 square feet. As a result, this Alternative would not achieve most of the project objectives to the same extent as the project. Moreover, given that the project would provide needed senior and youth housing and programs and services for the LGBT community, any material reduction in the number of affordable units and program space would substantially impair the ability of the LGBT Center to meet the needs of at-risk, homeless and low-income seniors and young adults, the most vulnerable populations in the LGBT community, which is the critical goal reflected in all of the project objectives. Alternative 3 would fall well short of achieving the project objectives, so that the Reduced Density Alternative would not meet the underlying purpose of the project. In addition, Alternative 3 would reduce, but would not eliminate, any of the project's significant environmental impacts related to vibration during construction and the project's cumulative impacts related to construction noise and vibration. For these reasons, each decision making body of the City rejects the Reduced Density Alternative as infeasible.

e. Reference

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

4. Environmentally Superior Alternative

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

With respect to identifying an Environmentally Superior Alternative among those analyzed in the Final EIR, the range of feasible alternatives includes the No Project/No Build Alternative, Residential Only Alternative, and the Reduced Density Alternative. 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.

Of the alternatives analyzed in the Final EIR, Alternative 1, the No Project/No Build Alternative, would avoid all of the project's significant environmental impacts, including the project's significant and unavoidable impacts related to noise and vibration during construction. In addition, Alternative 1 would eliminate all of the project's less-than-significant impacts. However, this Alternative would not meet the project's underlying purpose to create a unified campus that serves

as the new headquarters for the LGBT Center and provides multigenerational affordable housing, together with integrated services and expanded programs to meet the specific needs of the most vulnerable populations in the LGBT community.

In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior Alternative other than the No Project Alternative (Alternative 1—No Project/No Build Alternative), a comparative evaluation of the remaining alternatives indicates that Alternative 3, the Reduced Density Alternative, would be the Environmentally Superior Alternative. Alternative 3 would reduce, but would not avoid, the project's significant and unavoidable environmental impacts related to noise and vibration during construction. In addition, this Alternative would reduce many of the project's less-than-significant impacts. Furthermore, unlike Alternative 2, the Residential Only Alternative, Alternative 3 would not result in greater impacts to libraries.

Overall, Alternative 3 would only partially achieve the project objectives, and therefore would not meet the underlying purpose of the project to the same extent as the project. This Alternative therefore does not satisfy the objectives to the same extent as the project.

D. Alternatives Rejected as Being Infeasible

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

- **Alternative Project Site:** The objectives of the project are intimately tied to the project Site's location adjacent to the existing Village at Ed Gould Plaza, which is owned by the LGBT Center, and the desire to create a cohesive and integrated campus-like environment with new affordable housing and new and expanded services and programs. Therefore, an alternative location would not meet the fundamental underlying purpose of the project to create a unified campus that serves as the new headquarters for the LGBT Center and provides multigenerational affordable housing, together with integrated and expanded services and programs to meet the specific needs of the most vulnerable populations in the LGBT community: low income, at-risk and homeless young people and seniors. In addition, the project applicant already owns the project site and its location is conducive to the development of a unified campus along with the existing Village and the project site is large enough to both expand existing programs and services for the LGBT community and provide multigenerational, affordable housing options. The project applicant does not own or control another property of a comparable size that is adjacent to other LGBT Center-owned facilities within Hollywood that could be developed with similar uses. Furthermore, the project applicant cannot reasonably acquire ownership or control of an alternative site in a timely fashion that would allow development of a project with similar uses and square footage and that would be adjacent to other LGBT Center-owned facilities. Moreover, if development of the project were to occur at an alternative site within Hollywood, it is anticipated that the project's significant and unavoidable impacts associated with construction noise and vibration would also occur if the development proceeded at an alternative site. Also, development of the project at an alternative site could potentially result in greater environmental impacts when compared with the project. Therefore, an alternative site is not considered feasible, as the project applicant does not own or control another vacant site, and an alternative site would very likely fail to achieve

the underlying purpose and objectives of the project. In addition, an alternative site would likely not avoid or substantially lessen the project's significant impacts. Accordingly, this alternative was rejected from further consideration.

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

X. Findings Regarding General Impact Categories

A. Significant Irreversible Environmental Changes

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

The project would necessarily consume a limited amount of slowly renewable and non-renewable resources that could result in irreversible environmental changes. This consumption would occur during construction of the project and would continue throughout its operational lifetime. The development of the project would require a commitment of resources that would include: (1) building materials and associated solid waste disposal effects on landfills; (2) water; and (3) energy resources (e.g., fossil fuels) for electricity, natural gas, and transportation. As demonstrated below, the project would not consume a large commitment of natural resources or result in significant irreversible environmental changes.

Construction of the project would require consumption of resources that do not replenish themselves or which may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), and petrochemical construction materials (e.g., plastics). During construction of the project, a minimum of 50 percent of the non-hazardous demolition and construction debris would be recycled and/or salvaged for reuse in compliance with the requirements of the City of Los Angeles Green Building Code. In addition, during operation, the project would provide a designated recycling area for project residents to facilitate recycling in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687) and the Los Angeles Green Building Code. Thus, the consumption of non-renewable building materials such as lumber, aggregate materials, and plastics would be reduced.

As evaluated in Section IV.I, Water Supply and Infrastructure, of the Draft EIR, given the temporary nature of construction activities, the short-term and intermittent water use during construction of the project would be less than the net new water consumption estimated for the project at buildout. In addition, water use during construction would be somewhat offset by the water currently consumed by the existing office building on the East Site, which would be removed as part of the project. In addition, the estimated water demand for operation of the project would not exceed the available long-term supplies projected by LADWP during wet-year, dry-year, or multi-dry-year conditions. Thus, LADWP would be able to meet the water demand of the project, as well as the existing and planned future water demands of its service area. Furthermore, the project would implement a variety of water conservation features to reduce indoor water use by

at least 20 percent in accordance with the City of Los Angeles Green Building Code. Thus, while project construction and operation would result in some irreversible consumption of water, the project would not result in a significant impact related to water supply.

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. As discussed in Section IV.J, Energy, of the Draft EIR, 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 consumption of fossil fuels during construction of the project would be less than significant. During operation, the project's increase in electricity and natural gas demand would be within the anticipated service capabilities of LADWP and the Southern California Gas Company, respectively. The project would be designed and constructed in accordance with state and local green building standards that would serve to reduce the energy demand of the project. Specifically, the project would comply with the City's Green Building Ordinance, as applicable and new buildings and infrastructure would be designed to be environmentally sustainable and to achieve the standards of the Silver Rating under the U.S. Green Building Council's Leadership in Energy Efficiency and Design (LEED®) green building program or equivalent green building standards. Therefore, the project would not cause the wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F to the CEQA Guidelines. In addition, project operations would not conflict with adopted energy conservation plans.

The project's potential use of hazardous materials is addressed in the Initial Study included in Appendix A to the Draft EIR. As evaluated therein, the types and amounts of hazardous materials that would be used in connection with the project would be typical of those used in residential, community, office, and retail uses. Specifically, operation of the office and retail uses would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. The proposed residential and commercial uses would involve the limited use of household cleaning solvents and pesticides for landscaping. 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 used, stored and disposed of in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Thus, 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.

Based on the above, project construction and operation would require the irretrievable commitment of limited, slowly renewable, and non-renewable resources, which would limit the availability of these resources and the project site for future generations or for other uses. However, the consumption of such resources will 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 will 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. Considering that the project would consume an immaterial amount of natural resources, and it is replacing an existing urban use on a redevelopment site, the limited use of nonrenewable resources is justified.

B. Growth-Inducing Impacts

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

The project would result in a total increase in the residential population of 429 residents on the project site. According to SCAG's 2012–2035 RTP/SCS, the forecasted population for the City of Los Angeles Subregion in 2015 is approximately 3,978,541 persons. In 2019, the projected occupancy year of the project, the City of Los Angeles Subregion is anticipated to have a population of approximately 4,054,821 persons. Thus, the 429 estimated new residents would represent approximately 0.6 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2015 and 2019. Therefore, the project's residents would be well within SCAG's population projection for the Subregion and would not result in a significant direct growth-inducing impact.

In addition to the residential population generated by the project, the project would have the potential to generate indirect population growth in the vicinity of the project Site as a result of the employment opportunities generated by the project. During construction, the project would create temporary construction-related jobs. However, 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. With regard to employment during operation, the project is forecast to require approximately 214 employees. Of these employees, an estimated 190 positions are anticipated to be filled by current LGBT Center employees who already work in other LGBT Center facilities in Hollywood. In addition, of the 190 positions anticipated to be filled by current Los Angeles LGBT Center employees, 40 employees are already onsite in the existing office building on the East Site. Therefore, the employees associated with the project would not induce any material population growth. In addition, it is anticipated that the majority of the project employees would commute to and from work from their existing homes because most of the project employees already work in other LGBT Center facilities in Hollywood and would not need to relocate. As such, the project would not result in a notable increase in demand for new housing, and any new demand, should it occur, would be minor in the context of forecasted growth for the City of Los Angeles or the Hollywood Community Plan area.

The area surrounding the project site is already developed with residential, commercial, and entertainment-related uses, and the project would not remove impediments to growth. The project site is located within an urban area that is currently served by existing utilities and infrastructure.

While the project may require minor local infrastructure upgrades to maintain and improve water, sewer, electricity, and natural gas lines onsite and in the immediate vicinity of the project site, such improvements would be for project-related demand, and would not necessitate major local or regional utility infrastructure improvements that have not otherwise been accounted for and planned for on a regional level.

Overall, the project will 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. In addition, the project will not require any major roadway improvements nor would the project open any large undeveloped areas for new use. Any access improvements would be limited to driveways necessary to provide immediate access to the project site and to improve safety and walkability. Therefore, direct and indirect growth-inducing impacts will be less than significant.

XI. Other CEQA Considerations

1. The City, acting through the Department of City Planning, is the "Lead Agency" for the project evaluated in 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, Views, Light/Glare, and Shading; Air Quality; Greenhouse Gas Emissions; Geology and Soils; Land Use; Noise; Fire Protection; Police Protection; Libraries; Traffic, Access, and Parking; Water Supply and Infrastructure; and Energy. Additionally, the EIR considered, in separate sections, Significant Irreversible Environmental Changes and Growth Inducing Impacts. 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 periods 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 periods and responds to comments made during the public review periods.

4. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The 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.

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

   - 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.

   - 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.

   - None of the information submitted after publication of the Final EIR, including testimony at the public hearings on the project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.

6. The mitigation measures identified for the project were included in the Draft EIR and Final EIR. As revised, the final mitigation measures for the project are described in the Mitigation Monitoring Program (MMP). Each of the mitigation measures identified in the MMP is incorporated into the project. The City finds that the impacts of the project have been mitigated to the extent feasible by the mitigation measures identified in the MMP.

7. CEQA requires the Lead Agency approving a project to adopt a MMP or the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City and revised in the MMP as adopted by the City serve that function. The MMP includes all of the mitigation measures and project design features adopted by the City in connection with the approval of the project and has been designed to ensure compliance with such measures during implementation of the project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts the MMP.

8. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the project.

9. The custodian of the documents or other materials which constitute the record of proceedings upon which the City decision is based is the City of Los Angeles, Department of City Planning.

10. 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.

11. 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.

12. 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 the other regulatory jurisdictions.

XII. Statement of Overriding Considerations

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

Based on the analysis provided in Section IV, Environmental Impact Analysis, of the Draft EIR, implementation of the Project would result in significant impacts that cannot be feasibly mitigated with respect to onsite and offsite vibration during construction (pursuant to the threshold for human annoyance/special buildings). In addition, as evaluated in Section IV, Environmental Impact Analysis, cumulative impacts could result with regard to onsite noise during construction and onsite and offsite vibration during construction (pursuant to the threshold for human annoyance/special buildings).

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

A. Unavoidable Project Impacts

With regard to onsite construction vibration impacts (human annoyance/special buildings), additional mitigation measures considered to reduce the impact included the installation of a wave barrier, which is typically a trench or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, wave barriers must be very deep and long to be effective, and are not considered cost effective for temporary applications such as construction. In addition, constructing a wave barrier to reduce the project's construction-related vibration impacts would, in and of itself, generate ground borne vibration from the excavation equipment. Thus, it is concluded that there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impact from onsite construction associated with human annoyance/special buildings to a less-than-significant level. Therefore, the vibration impact from onsite construction activities with respect to human annoyance/special buildings would be significant and unavoidable. However, vibration levels at location R3 would be reduced to below the 65 VdB significance threshold when heavy construction equipment (e.g., large bulldozer, caisson drilling and onsite loaded truck) are operating at distance of minimum 140 feet from the studio building.

With regard to offsite construction vibration impacts (human annoyance/special buildings), there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from offsite construction associated with human annoyance/special buildings to a less-than-significant level. Therefore, vibration impacts from offsite construction with respect to human annoyance/special buildings would be significant and unavoidable. However, this impact would be temporary, intermittent, and limited to during daytime hours when the haul truck is traveling within 20 feet of a sensitive receptor.

With regard to onsite cumulative construction noise impacts, Mitigation Measure F-1 would serve to reduce the project's construction noise impacts from onsite activities to a less-than-significant level. While it is anticipated that nearby related projects would similarly implement mitigation measures to address any potential noise impacts from onsite construction activities, potential cumulative impacts as a result of construction of the project and nearby related projects cannot be precluded. Therefore, cumulative construction noise impacts from onsite activities would be significant and unavoidable.

With regard to onsite cumulative construction vibration impacts (human annoyance/special buildings), use of heavy construction equipment at Related Project No 28, at a distance of 55 feet away from the nearby studio use, could produce ground-borne vibration that could exceed the 65 VdB threshold for studio uses. Therefore, the cumulative construction vibration impact pursuant to the FTA threshold for special buildings would be significant in the event concurrent construction of the project and Related Project No. 28 were to occur. There are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from onsite construction associated with human annoyance/special buildings to a less-than-significant level. Therefore, vibration impacts from onsite construction activities with respect to human annoyance/special buildings would be significant and unavoidable.

With regard to offsite cumulative construction vibration impacts (human annoyance/special buildings), as related projects would be anticipated to use similar trucks as the project, it is anticipated that construction trucks would generate similar vibration levels along the anticipated haul route. Therefore, to the extent that other related projects use the same haul route as the project, potential cumulative impacts to special buildings associated with temporary and intermittent vibration from haul trucks traveling along the designated haul routes would be significant. There are no feasible mitigation measures that could be implemented to reduce the

temporary vibration impacts from offsite construction associated with human annoyance/special buildings to a less-than-significant level. Therefore, vibration impacts from offsite construction activities with respect to human annoyance/special buildings would be significant and unavoidable.

B. Project Benefits

The benefits of the project are summarized below, and provide the rationale for approval of the project, notwithstanding the presence of these significant and unavoidable adverse impacts, and that these impacts are considered acceptable. Any one of the overriding considerations of economic, social, aesthetic, and environmental benefits individually would be sufficient to outweigh the adverse environmental impacts of the project and justify approval of the project.

- The project will provide services and affordable housing for at-risk seniors and young adults in the LGBT community. The project will also serve as the new headquarters for the LGBT Center. In addition to multigenerational affordable housing, the project includes program space for senior and youth services, including media classrooms, accessory recreational space, administrative offices, and retail space that would primarily serve project residents, employees, clients, and guests.

- The project includes the construction of urgently needed affordable housing and services for low-income, at-risk and homeless seniors and young people, ages 18 to 24, as well as emergency overnight and transitional living beds. The project will not only serve the residents in the Hollywood community, but also residents throughout the greater Los Angeles region. The LGBT Center currently operates seven facilities in the City of Los Angeles and the City of West Hollywood, including the Village. It currently provides 104 units of mixed-income senior housing at its Triangle Square facility located at 1602 Ivar Avenue and 24 transitional living beds at its Youth Center on Highland facility located at 1220 N. Highland Avenue, but demand for these housing types exceeds the capacity of these existing facilities and continues to grow.

The LGBT Center offers GED and employment assistance programs and, with the development of the proposed LGBT facility, the LGBT Center would be able to expand upon their existing programs to educate and employ homeless and at-risk youth.

The project includes temporary and long-term housing, programming and services that address housing needs for at risk populations which offer meal services, showers, and clothing and laundry services in addition to counseling and support groups, recreational activities, and art and music workshops open to both residents and visitors. The project's programs and supportive services for senior residents and non-residents will contribute to and improve the general welfare for a uniquely at-risk community. The social services offered by the LGBT Center, which will be consolidated and expanded as a central part of the project, address a significant public need within the LGBT community that will offer project residents and other clients from the community at large access to basic services in a safe, non-discriminatory and multigenerational environment that will ensure long-term personal success.

The project is also a well-designed mixed-use development that will support the underserved LGBT community, contribute to the City's long-term goals of social justice and economic vitality, and advance the revitalization of Hollywood as a regional center. The mix of uses will also provide new job opportunities.

The project design is compatible with the character of the surrounding neighborhood and will facilitate an urban lifestyle that includes travel by foot, bicycle, and public transit to and from nearby uses. The project will revitalize and enhance an underutilized site, a significant portion of which is currently used as surface parking for an outdated office building, with a series of productive new uses that balances residential, office, and social service uses in an underserved area of the City and which will significantly benefit the LGBT community in Los Angeles.

The project also integrates design elements that will enhance the increasingly pedestrian-oriented character of the neighborhood in which it is located (including street-facing courtyards, separate entrances to different components of the complex, and large expanses of glass providing views to the interior spaces). In addition, automobile parking will be located in two subterranean levels to further enhance both the pedestrian experience and the surrounding neighborhood.

The project is conveniently located in close proximity to a variety of transportation systems, which when combined with the project site's proximity to employment, services, and entertainment, will make transit use convenient for project residents, employees, volunteers, clients and guests. The project also includes bicycle parking spaces for all uses in compliance with applicable LAMC requirements. Bicycle parking is another public convenience that will encourage bicycle use by project residents, employees, volunteers, clients and guests. The project thus promotes public convenience by reducing reliance on the automobile by situating a balanced mix of residential, commercial, and service uses within an established, dense, transit rich community.

Development of the project would provide a host of necessary housing and services for the LGBT community in and around the Hollywood community. The City of Los Angeles faces an unprecedented shortage of affordable housing and services for low-income, at-risk and homeless populations, a reality that has been recognized by both the Mayor's Office and the City Council. The McCadden project directly addresses these shortages.

The project also makes it possible for the LGBT Center to significantly expand programs for job placement and educational advancement that are critical to ensuring permanent rehabilitation for the at-risk members of the LGBT community. The project can provide more affordable units, emergency overnight beds and transitional living beds in a balanced mixed-use, multigenerational complex with both adequate privacy for residents of these units and adequate space for an urgently needed expansion of social services in Hollywood.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map No. 74103, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

(a) THE PROPOSED MAP WILL BE/IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

The proposed project is located on 12 lots, approximately 2.67 acres and is zoned [Q]M1-1VL-SN with a Limited Industrial land use designation in the Hollywood Community Plan.

The applicant is proposing a mixed-use development with three new buildings with LGBT related facilities and housing. The LGBT facility in one building will be approximately 69,250 square feet of floor area, including a 7,085-square-foot senior center, a 15,465-square-foot youth center, 17,040 square feet of administrative offices, 5,215 square feet

of accessory recreational space, a 1,634-square-foot kitchen area, 18,040 square feet of dwelling space with 55 transitional living and emergency guest rooms with a capacity for 100 beds (including 60 transitional living beds and 40 emergency overnight beds), 2,886 square feet of building services space and 1,885 square feet of retail space, which would primarily serve project residents, employees, clients, and guests. The second building is a proposed six-story senior housing building with 100 apartment units (including one manager's unit). The third building is a proposed five-story youth housing building with 35 units of affordable studio apartments (including one manager's unit). The applicant is requesting a concurrent Case No. CPC-2016-1083-GPA-VZC-HD-DB-SPR to allow a General Plan Amendment from Limited Manufacturing to General Commercial; a Vesting Zone and Height District Change from [Q]M1-1VL-SN to [T][Q]C2-2D with an FAR of 3:1; a Density Bonus with 100 units of affordable senior housing and 35 units of affordable youth housing and the Utilization of Parking Option 2, with one On-Menu and two Off-Menu incentives; including an On-Menu incentive to average the floor area ratio, density, parking, and open space, an Off-Menu incentive to allow a 3-foot south side yard of the proposed youth housing building in lieu of 8 feet, and an Off-Menu incentive to allow 40 emergency overnight beds in lieu of the maximum 30 emergency overnight beds permitted; and a Site Plan Review for a project which creates or results in an increase of 50 or more dwelling units.

The proposed General Plan designation will be consistent with the proposed zone and height district upon approval of concurrent Case No. CPC-2016-1083-GPA-VZC-HD-DB-SPR. The Deputy Advisory Agency is conditionally approving the proposed subdivision pursuant to the provisions of the Subdivision Map Act and upon approval of the associated Case No. CPC-2016-1083-GPA-VZC-HD-DB-SPR. In the event the associated case is not approved, the Advisory Agency included a Condition No. 17 in the staff report that reads: "prior to the issuance of the building permit or the recordation of the final map, a copy of Case No. CPC-2016-1083-GPA-VZC-HD-DB-SPR shall be submitted to the satisfaction of the Advisory Agency. In the event that CPC-2016-1083-GPA-VZC-HD-DB-SPR is not approved, the subdivider shall submit a tract modification."

With the approval of the associated Case No. CPC-2016-1083-GPA-VZC-HD-DB-SP, the proposed map will be consistent with the Hollywood Community Plan. The Hollywood Community Plan includes several objectives intended to guide growth and "contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City." The project satisfies several relevant objectives of the Plan, including the following:

Objective No. 1 – To further the development of Hollywood as a major center of population, employment, retail service and entertainment.

Objective No. 2 – To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2020.

Objective No. 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.

Through the development of 100 affordable senior units, 35 affordable youth housing units, and 55 transitional living and emergency guest rooms, the project will help achieve Objective No. 1 by providing new housing, on a commercially zoned parcel on Santa Monica Boulevard. Moreover, the proximity of new residential units to existing commercial areas along Santa Monica Boulevard, would contribute to creating a pedestrian-oriented street, in keeping with the objective of the development of Hollywood as a major center of population, employment, and retail service

The project would help satisfy Objectives Nos. 2 and 3 by providing 100 affordable senior units, 35 affordable youth housing units, and 55 transitional living and emergency guest rooms. As such, the project will provide much needed new housing within the Hollywood Community Plan area for a range of economic segments of the community, and would assist in accommodating future population growth.

The site is not subject to the Specific Plan for the Management of Flood Hazards (floodways, floodplains, mud prone areas, coastal high-hazard and flood-related erosion hazard areas). The project conforms with both the specific provisions and the intent of the Specific Plan for the Management of Flood Hazards (Section 5 of Ordinance No. 172,081). Therefore, as conditioned, the proposed tract map is consistent with the intent and purpose of the applicable General and Specific Plans.

(b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Santa Monica Boulevard is designated a Boulevard II in the Mobility Element 2035, dedicated to a 110-foot width along the project site's southern street frontage. McCadden Place is a north-south oriented roadway that bisects the project site. McCadden Place is designated as a Local Street. One through travel lane is provided in each direction on McCadden Place within the project study area. Las Palmas Avenue is a north-south oriented roadway that borders the project site to the east. Las Palmas Avenue is designated as a Local Street by the City of Los Angeles. One through travel lane is generally provided in each direction on Las Palmas Avenue. The Bureau of Engineering is requiring a 5-foot wide strip of land be dedicated along both sides of McCadden Place adjoining the tract to complete a 30-foot half and 60-foot wide right-of way. In the event the City Council downgrades McCadden Place to maximum 50-foot wide right-of-way prior to the recordation of the final map then above street dedication will not be necessary. The Bureau of Engineering is also requiring a 5-foot wide strip of land be dedicated along Las Palmas Avenue adjoining the tract to complete a 30-foot wide half right-of-way, and a 12-foot wide strip of land be dedicated along Santa Monica Boulevard adjoining the tract to complete a 52-foot wide half right-of-way in accordance with Modified Avenue I Standards of LA Mobility Plan; including a 15-foot by 15-foot minimum property line cut corner at the intersection with McCadden Place.

This project is not subject to any Specific Plan requirements. The proposed project will provide 350 parking spaces in conformance with the LAMC Sections 12.21-A,4 and 12.22-A,25(d)(2), Parking Option 2. Parking will be provided within two subterranean levels. Therefore, as conditioned the design and improvements of the proposed project are consistent with the applicable General and Specific Plans.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

The site is currently improved with a one-story office building and associated surface parking (on the East Site) and the Village and associated surface parking (on the West Site) totaling 59,308 square feet. The project vicinity is urbanized and generally built out. The project is an infill development located next to several bus routes and the Hollywood and Highland Metro Red Line Station. The project site is immediately surrounded by low- to mid-rise buildings that are occupied by commercial, residential, and entertainment-related uses. The immediate surroundings are zoned [Q]M1-1VL-SN . Further north, uses along Lexington Ave are zoned RD1.5-1XL. Land uses surrounding the East Site include: surface parking areas and one-story commercial and office structures to the north; surface parking areas and one- to two-story commercial and office structures to the east, along N. Las Palmas Avenue, and a small retail center at the northwest corner of Santa Monica Boulevard and N. Las Palmas Avenue, to the south and east; the Eastman Kodak Company building and associated surface parking lot to the south, across Santa Monica Boulevard; a small retail center located at the northwest corner of Santa Monica Boulevard and N. McCadden Place; an art gallery at the southwest corner of Santa Monica Boulevard and N. McCadden Place; and the West Site to the west. Land uses surrounding the West Site include: two-story creative office buildings and the McCadden Place Theatre to the north; surface parking areas and the East Site to the east; a one-story commercial use and one-story retail center to the south; and one- to two-story commercial, retail, and entertainment-related office uses and surface parking to the west, along Highland Avenue.

The site is level and is not located in a slope stability study area, high erosion hazard area, landslide, fault-rupture study zone, or in a liquefaction area. The tract has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division prior to the recordation of the map and issuance of any permits. Therefore as conditioned, the site is physically suitable for the proposed type of development.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The proposed project includes demolition of an existing, one-story, 28,600-square-foot office building and the development of an approximately 185,560 mixed-use development that includes the headquarters for the LGBT Center, multigenerational affordable housing (100 units of senior housing, 35 units of youth housing, 100 units of transitional living beds), program space for senior and youth services (32,285 square feet), administrative offices (17,040 square feet), and retail space (1,885 square feet). The site has frontage on Santa Monica Boulevard, an existing commercial and retail corridor and is within a half mile of a Metro subway station. The proposed mixed use project would be compatible with existing commercial businesses and shops located along McCadden Place, Las Palmas Avenues and Santa Monica Boulevard and the low-medium multifamily uses north of Lexington Avenue. Therefore, the site is physically suitable for the proposed density of development. With the approval of the associated Case No. CPC-1083-GPA-VZC-HD-DB-SPR, the proposed project will comply with all LAMC requirements for parking, yards, and open space. As conditioned the proposed tract map is physically suitable for the proposed density of the development.

(e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The project site, as well as the surrounding area are presently developed with commercial structures associated parking, and do not provide a natural habitat for either fish or wildlife. Furthermore, the project vicinity is highly urbanized and generally built out. The project vicinity is characterized by a mix of uses, including commercial, office and multi-family residential uses, and does not provide a natural habitat for either fish or wildlife.

(f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appear to be no potential public health problems caused by the design or improvement of the proposed subdivision.

The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

(g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

No such easements are known to exist. Needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed tract.

(h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, configuration of the parcel(s) to be subdivided and other design and improvement requirements. The lot layout of the subdivision is on an east-west axis to take advantage of the southern exposure.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, and insulation in windows and exterior skin of buildings. Therefore, the design of the proposed subdivision will provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

These findings shall apply to both the tentative and final maps for Vesting Tentative Tract Map No. 74103.

Vincent P. Bertoni
Advisory Agency

LUCIRALIA IBARRA
Deputy Advisory Agency

LI:CL:SI:dn

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Development Services Center, located at:

Figueroa Plaza
201 N. Figueroa St., 4th Floor
Los Angeles, CA 90012
213 482-7077

Marvin Braude San Fernando Valley
Development Service Center
6262 Van Nuys Blvd., Room 251
Van Nuys, CA 91401
818 374-5050

Forms are also available on-line at http://planning.lacity.org/.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

If you have any questions, please call the Development Services Center staff at (213) 482-7077 or (818) 374-5050.