DEPARTMENT OF CITY PLANNING
RECOMMENDATION REPORT

City Planning Commission

Date: August 23, 2018
Time: After 8:30 a.m.*
Place: Van Nuys City Council Chambers, 2nd Floor
14410 Sylvan Street, Los Angeles, CA 91401

Public Hearing: August 23, 2018
Appeal Status: All entitlements are appealable to City Council.
Expiration Date: August 30, 2018

Case No.: CPC-2014-2264-DB-MCUP-SPR
CEQA No.: ENV-2014-1707-EIR
SCH. No. 2014111007
Related Cases: VTT-74265
Council No.: 4 – Ryu
Plan Area: Hollywood
Plan Overlay: None
Certified NC: Hollywood Hills West
Land Use: *Existing:* Neighborhood Office Commercial
Proposed: Same
Zone: *Existing:* C4-1D
Proposed: Same

Applicant: Faring Capital
Representative: Armbruster Goldsmith & Delvac LLP

PROJECT LOCATION: East Site: 7500–7528 W. Sunset Boulevard / 1444–1456 N. Sierra Bonita Avenue, Los Angeles, CA 90046. APN: 5550-025-014.

West Site: 7550-7580 W. Sunset Boulevard / 1451 N. Sierra Bonita Avenue / 1442–1462 N. Curson Avenue, Los Angeles, CA 90046. APNs: 5550-026-003, 5550-026-004, and 5550-026-023.

PROPOSED PROJECT: The project site is currently developed with 39,939 square feet of low-rise commercial uses and associated surface parking. All existing on-site uses would be removed to implement the project. The project includes 200 multi-family residential units (73 in the east building and 127 in the west building, including 8 and 12 Very Low Income units, respectively) totaling approximately 169,714 square feet of residential floor area, and approximately 30,000 square feet of ground floor commercial retail uses, including up to 10,000 square feet of restaurant uses. The building proposed for the west site would have a maximum height of 67 feet, nine inches, while the building proposed for the east site have a maximum height of 63 feet, six inches. A total of 452 parking spaces would be provided within three subterranean parking levels and an enclosed at-grade parking level at both the west and east Sites. The project's overall floor-to-area ratio (FAR) would be approximately 2.86:1.

REQUESTED ACTIONS:

ENV-2016-3576-EIR

1. Pursuant to CEQA Guidelines, Sections 15162 and 15164, in consideration of the whole of the administrative record, find that the project was assessed in the previously certified 7500 Sunset Project EIR No. ENV-2014-1707-EIR and SCH No. 2014111007; and no subsequent EIR or addendum is required for approval of the project;

CPC-2016-3575-GPA-VZC-HD-MCUP-DB-SPR-WDI

2. Pursuant to LAMC 12.22-A,25(g)(2), a **Density Bonus Compliance Review** for the project to include 11% of the base density, or 20 units, as very low income units to qualify for a 35% density increase (providing a 17% density increase) and:

    a. seek an incentive through the off-menu waiver of development standards process to provide relief from Ordinance No. 164,712 that imposes a 1:1 FAR, in order to achieve a FAR of up to 3:1 across the project sites; and
    b. seek an incentive through the off-menu waiver of development standards process to allow the averaging of FAR, density, parking, and open space, and to allow vehicular access, across two non-contiguous parcels.

3. Pursuant to LAMC Section 12.24-W, 1, a **Master Conditional Use** to permit the sale and dispensing of a full line of alcoholic beverages for off-site consumption for one establishment, and on-site consumption for up to five establishments;
4. Pursuant to LAMC Section 16.05, a **Site Plan Review** for a project which creates, or results in an increase of 50 or more dwelling units.

RECOMMENDED ACTIONS:

ENV-2016-3576-EIR

1. **Determine,** based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the 7500 Sunset Project EIR No. ENV-2014-1707-EIR, SCH No. 2014111007; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR or addendum is required for approval of the project;
   FIND the City Planning Commission has reviewed and considered the information contained in the Environmental Impact Report prepared for this project, which includes the Draft EIR, No. ENV-2014-1707-EIR (SCH No. 2014111007) dated, June, 2016, and the Final EIR, (7500 Sunset Project EIR), as well as the whole of the administrative record.

CPC-2016-3575-GPA-VZC-HD-MCUP-DB-SPR-WDI

1. **Approve** a **Density Bonus Compliance Review** through the provision of 11% very low income housholds or 20 units to qualify for a 35% density bonus for two incentives through the off-menu density bonus waiver of development standards process for: a) FAR of up to 3:1 across the project sites in lieu of a FAR of 1:1; and the averaging of FAR, density, parking, and open space, and to allow vehicular access, across two non-contiguous properties.
2. **Approve** a **Master Conditional Use** to permit the sale and dispense of a full line of alcoholic beverages for off-site consumption for one establishment, and on-site consumption for up to five establishments;
3. **Approve** a **Site Plan Review** for a development project that creates 50 or more dwelling units;
4. **Adopt** the attached Findings;

5. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring; and
6. **Advise** the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee and/or Certificate of Fee Exemption may be required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination ("NOD") filing.

VINCENT P. BERTONI, AICP
Director of Planning

Charles J. Rausch, Jr., Principal City Planner

Heather Bleemers, Senior City Planner

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Phone: (213) 847-3633

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

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PROJECT ANALYSIS

Project Summary

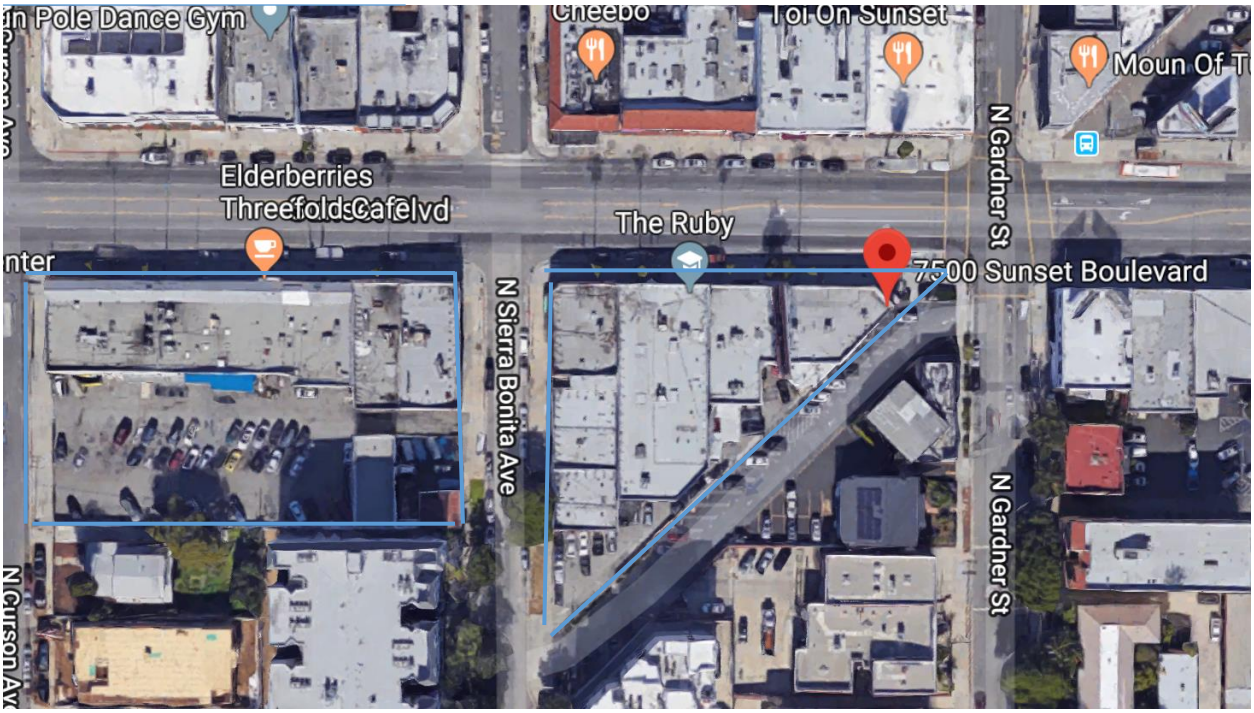
The project includes the development of two parcels on either side of Sierra Bonita Avenue, each containing a mixed-use building. The mixed-use building on the west site ("West Building") consists of 127 residential units (26 studio, 74 one-bedroom, 25 two-bedroom, and two three-bedroom units), 5,000 square feet of restaurant space, and 11,000 square feet of retail uses with a maximum height 66 feet, nine inches within five stories. The fourth and fifth levels would step back from the lower three levels along Sunset Boulevard. The ground floor commercial activity will activate this portion of Sunset Boulevard while the massing relief along Sunset Boulevard provides a more low-rise, human scale design to enhance the overall pedestrian experience. Parking would be provided in a three-level subterranean parking garage and one level above grade concealed by groundfloor uses. The project will exceed code required parking by 31 spaces, providing 452 residential and commercial spaces. The West Building will total approximately 123,824 square feet of floor area (i.e., 2.90 to 1 FAR for the West Site). Proposed open space includes three courtyards measuring 6,464 square feet, three roof decks measuring 1,754 square feet, and 3,200 square feet of private balcony open space.

The East Site mixed-use building ("East Building") would include 73 residential units (22 studio, 37 one-bedroom, 12 two-bedroom, and two three-bedroom units), 5,000 square feet of restaurant and 9,000 square feet of retail uses. The East Building proposes a maximum height of 63 feet, six inches feet within five stories. The fourth and fifth levels would be stepped back along Sunset Boulevard. In addition, the southernmost portion of the building would not exceed three stories or 45 feet. Parking would be located in a three-level subterranean parking garage (with one level above grade, concealed). The East Building includes up to 75,890 square feet of floor area (i.e., 2.80 to 1 FAR for the East Site). Proposed open space includes a 911 square-foot fitness center, a 725 square-foot community room, a 608 square-foot lounge, two courtyards totaling 3,293 square feet of area, two roof decks totaling 3,485 square feet in area, and 850 square feet of private balcony open space. Additional project amenities for both sites include outdoor dining areas, enhanced pedestrian facilities with shade- and drought-tolerant landscaping along Sunset Boulevard.

Background

Location and Setting

The project site is located on a stretch of Sunset Boulevard generally improved with retail, restaurant, and office uses. A large swath of multi-family residential housing (zoned R3-1) is located to the south of both sites. Single-family homes (zoned R1) are located approximately 260 feet north and 500 feet west of the West Site and roughly 260 feet north of the East Site. Gardner Elementary School is approximately 350 feet north of the project Site along Gardner Street and Hawthorne Avenue north of Sunset Boulevard. Publicly-owned property, including Fire Station #41 and a strip of land currently used by LADOT for surface parking, is located along Gardner Street, directly south of the East Site.



Project Site and Characteristics

The project site is comprised of the West Site and the East Site, which are located south of Sunset Boulevard and are bisected by Sierra Bonita Avenue. The West Site is located at 7550–7580 Sunset Boulevard and is comprised of approximately 43,206 square feet of gross lot area and 42,530 square feet of net lot area (after required dedications) and is rectangular in shape. The East Site is located at 7500–7528 Sunset Boulevard and is comprised of approximately 28,221 square feet of gross lot area and 28,114 square feet of net lot area (after required dedications) and is triangular in shape. Thus, the project site includes approximately 70,644 total square feet of net lot area. The project site currently consists of two billboards, which will be removed as part of the project.

The project site is currently occupied by 39,939 square feet of low-rise commercial uses and surface parking, all of which would be removed to accommodate the project. Landscaping within the project site is limited. One non-native fig tree with an 18-inch trunk is located on the project site, and 10 non-native trees, including Palms, Magnolia, and Eucalyptus, are located outside of

the property line along Sunset Boulevard. Vehicular access to the parking lot on the West Site is provided along Curson Avenue to the west and Sierra Bonita Avenue to the east. Vehicular access to the surface parking areas within the East Site is provided from Gardner Street

Streets and Circulation

Sunset Boulevard—Sunset Boulevard is an east-west roadway designated as an Avenue I in Mobility Plan 2035. Sunset Boulevard is located north of the Project Site and provides six travel lanes, three lanes in each direction and a median left-turn lane.

Gardner Street—Gardner Street is a north-south roadway designated as an Modified Avenue III in Mobility Plan 2035. Gardner Street is located east of the Project Site and provides four travel lanes, two lanes in each direction and a median channelization in the Project vicinity. Gardner Street is signalized at its intersection with Sunset Boulevard.

Sierra Bonita Avenue—Sierra Bonita Avenue is a north-south roadway designated as a Local Street in the Transportation Element of the General Plan and Mobility Plan 2035. Sierra Bonita Avenue bisects the West Site and East Site of the Project Site and provides two travel lanes, one lane in each direction.

Curson Avenue—Curson Avenue is a north-south roadway designated as a Collector Street in Mobility Plan 2035. Curson Avenue is located west of the West Site of the Project Site and provides two travel lanes, one lane in each direction. The intersection at Curson Avenue and Sunset Boulevard is controlled by a stop sign.

Freeway Access

Primary regional access to the project is provided by the Hollywood Freeway (US-101). The US-101 Freeway generally runs in a northwest-southeast direction and is located approximately 2.5 miles east of the project Site. In the vicinity of the project site, the Hollywood Freeway provides four travel lanes in each direction. The US-101 Freeway is accessible via Sunset Boulevard, Hollywood Boulevard, Cahuenga Boulevard, Gower Street and Highland Avenue.

Public Transit

The project site is well-served by public transit, including both bus and rail service. Public transportation is provided by the Metropolitan Transportation Authority (Metro) and the City of Los Angeles Department of Transportation Dash service (DASH). Local lines 2 and 302 are accessible steps away from the project site along Sunset Boulevard. The following provides a brief description of the bus lines providing service in the project vicinity. For additional information on the transit lines operating in the study area, refer to Appendix D of the Traffic Study (Appendix H of the Draft EIR).

Metro Route 2—Route 2 is a local line that travels from Downtown Los Angeles to Pacific Palisades via Sunset Boulevard, with average headways of 10 minutes during the weekday morning and afternoon peak hours. This line provides service to Hollywood, West Hollywood, and Westwood and travels along Sunset Boulevard in the vicinity of the project site.

Metro Route 302—Route 302 is a limited service line that travels from Downtown Los Angeles to Pacific Palisades via Sunset Boulevard with average headways of 25 minutes during the weekday morning peak hours and 15 minutes during the weekday afternoon peak hours. This line provides service to Hollywood, West Hollywood, and Westwood and travels along Sunset Boulevard in the vicinity of the Project Site.

LADOT DASH Hollywood—DASH Hollywood is a local line that travels from Argyle Avenue and Hollywood Boulevard to Santa Monica Boulevard and Vermont Avenue via Hollywood Boulevard and Fountain Avenue with average headways of 30 minutes during the weekday morning and afternoon peak hours. This line provides service to the Metro Red Line Vermont/Sunset, Vermont/Santa Monica, and Hollywood/Vine Stations, and travels along Sunset Boulevard in the vicinity of the Project Site.

LADOT DASH Hollywood/Wilshire—DASH Hollywood/Wilshire is a local line that travels from the Metro Purple Line Wilshire/Western Station to the Metro Red Line Hollywood/Vine Station with average headways of 30 minutes during the weekday morning and afternoon peak hours. This line provides service to Koreatown and Hollywood, and travels along Gower Street in the vicinity of the Project Site.

LADOT DASH Beachwood Canyon—DASH Beachwood Canyon is a local line that travels from the Metro Red Line Hollywood Station to Beachwood Drive and Westshire Drive with average headways of 25 minutes during the weekday morning and afternoon peak hours. This line provides service to Beachwood Canyon and Hollywood, and travels along Vine Street in the vicinity of the Project Site.

In addition to the above bus lines, Metro operates the Red Line subway in the study area. The Metro Red Line runs between North Hollywood and Downtown Los Angeles, connecting with the Metro Orange Line in North Hollywood, the Metro Purple Line at Wilshire Boulevard, the Metro Blue Line and Metro Expo Line in Downtown Los Angeles, and the Metro Gold Line at Union Station. The nearest Metro Red Line station is Hollywood Boulevard and Highland Avenue, located approximately one mile east of the Project Site.

Hollywood Community Plan

The project site is located within the planning boundary of the Hollywood Community Plan (Community Plan), which was adopted in December 1988. Under the Hollywood Community Plan, the project site is predominantly designated Neighborhood Commercial with the exception of a 4,686-square-foot triangular parcel located on the East Site, which is designated Medium Residential. The entire project site is zoned by the Los Angeles Municipal Code (LAMC) as C4 1D (Commercial) zone. The Commercial zones permit a wide array of land uses, such as retail stores, offices, hotels, schools, parks, and theaters. The C4 zone also permits any land use permitted in the R4 (Multiple Residential) zone, which includes one-family dwellings, two-family dwellings, apartment houses, and multiple dwellings with a minimum lot area of 400 square feet per dwelling unit. In addition the “D” limitation of the project site’s zoning restricts the floor area of the site to one times the area of the lot.

As a mixed-use project proposed in the C4 zone, the project is not required by LAMC Section 12.16.C.1 and Section 12.16.C.2 to provide front, rear or side yard setbacks provided the side yard fronts a street or alley. The West Site has two front yards along Curson Avenue and Sierra Bonita Avenue, a side yard along Sunset Boulevard, and an interior side yard along the site’s southern boundary. The East Site has a front yard along Sunset Boulevard, a side yard along Sierra Bonita Avenue, and an interior side yard along the site’s southeastern boundary. Thus, at the ground level, the project would be constructed up to the property line on all sides of the project site with the exception of a two foot landscape buffer that would be observed along Sunset Boulevard, a three-foot dedication along Curson Avenue, and the small plazas that would be provided on either side of both buildings. In addition, the southern portion of the residential levels of both buildings would be setback a minimum of eight feet from the property line.

Walkability

The Citywide Design Guidelines complement and expand upon the Walkability Checklist, (adopted by the City Planning Commission on August 23, 2007), which provides guidance and tools for encouraging pedestrian activity, promoting high quality urban form, and place-making within project sites. The Checklist reinforces many of the same principles identified in the Citywide Design Guidelines, and addresses such topics as building orientation, building frontage, landscaping, off-street parking and driveways, building signage, and lighting within the private realm; and sidewalks, street crossings, on-street parking, and utilities in the public realm.

The proposed project is consistent with the goals and implementation strategies identified in the Walkability Checklist. In general, the site design creates active environments by supporting a variety of pedestrian activities, and buildings are oriented and easily accessible from adjacent public streets and open spaces. Driveways are minimized within the site, while providing essential vehicle ingress and egress to internal parking areas. Improvements to the public right-of-ways include updated sidewalks, sidewalk plazas, street trees, and street lighting. The project also provides on-street parking along Sunset Boulevard that will provide a buffer between pedestrians and the road. These on- and off-site project features and improvements will lend themselves to create a safe and engaging pedestrian environment, and will enrich the quality of the public realm around the project site, consistent with the objectives of the Walkability Checklist.

Relevant Cases

On-Site

VTT-74265 – On June 27, 2018, the Deputy Advisory Agency approved a Vesting Tentative Tract Map No. 74265 for a subdivision consisting of two master lots and six airspace lots; and approval of a haul route.

Off-Site

ZA-2016-950-CU-CUB-SPR – On August 30, 2017, the Zoning Administrator approved a Conditional Use for commercial corner development and site plan review to permit a new specialty grocery store at 7445 Sunset Boulevard.

VTT-73394-SL – On August 5, 2015, the Deputy Advisory Agency approved a small-lot subdivision consisting of eight homes at 1400 North Stanley Avenue

AA-2005-7700-PMLA – On March 15, 2006, the Deputy Advisory Agency approved the development of three townhouse condominiums at 1541-1545 North Vista Street.

ZA-2002-6960-CU-ZV – On July 10, 2003, the Zoning Administrator denied a conditional use permit and variance to allow construction of a four-story motel at 7370 Sunset Boulevard.

Access and Circulation

The proposed project will include pedestrian-scale features, landscape and streetscape elements, and transparent retail and residential lobby entrances. The project's design enhances the streetscape and activates the pedestrian realm near the project site, allowing for direct pedestrian access to each of the project components from the adjacent public streets. Short-term bicycle parking would be located indoors within the first subterranean parking level for the West Site and along the LADOT parking lot for the East Site. Long-term bicycle parking would be housed in the basement level parking of the development for both sites, accessible from the lobby elevators or through direct entry. Vehicular access to the site has been designed to limit curb-cuts surrounding

the site, and would be provided via Curson and Sierra Bonita for the West Site and Sierra Bonita for the East Site. The loading would be provided through the LADOT parking lot for the East Site and a commercial loading area for the West Site within the ground level parking. The project's main pedestrian entrances are along Curson Avenue for the West Site and along Sierra Bonita for the East Site.

Parking

The main vehicular access to the commercial components of each of the buildings would be provided from driveways along Sierra Bonita Avenue. Residents would access the West Site from a driveway on Curson Avenue and the East Site from a driveway along Sierra Bonita Avenue. These access points would provide two-way ingress and egress for vehicles. To prevent potential traffic conflicts as well as neighborhood intrusion, exiting traffic from the East Site would be prohibited from turning left onto Sierra Bonita Avenue, turning right onto Sierra Bonita Avenue from the West Site, and turning left onto Curson Avenue from the West Site.

Commercial Parking

The Project provides automobile parking in compliance with Los Angeles Municipal Code requirements and will mostly be provided on the East Site. 94 commercial parking spaces are required for the West Site (i.e., 50 restaurant spaces and 44 retail spaces), and 86 commercial parking spaces are required for the East Site (i.e., 50 restaurant spaces and 36 retail spaces), for a total commercial parking requirement of 180 spaces. The Project will provide 206 commercial parking spaces – four of these spaces will be located in the East Site's parking garage, and the remainder of these spaces will be provided in the West Site's parking garage. Commercial parking spaces may be provided off-site, within 750 feet from the use which they are intended to serve. (LAMC Section 12.21A.4(g)). The West Site parking garage is within 750 feet from the East Site's commercial uses.

Residential Parking

The Project requires 241 dedicated residential parking spaces consistent with Density Bonus parking standards (i.e., 1 space per studio and one-bedroom units, 2-spaces for two- and three-bedroom units). (LAMC Section 12.22A.25(d)). The Project will provide a total of 246 residential parking spaces – 110 residential spaces will be located in the West Site's three-level subterranean parking garage, and 136 residential spaces will be located in the East Site's three-level subterranean parking garage, pursuant to the Applicant's request for an off-menu waiver of development standards to allow the averaging of parking (as well as FAR, density, open space, and vehicular access) across two non-contiguous sites.

A summary of the total required and provided Project parking is provided below:

Parking Required	Commercial: 180 spaces Residential: 241 spaces Total: 421 spaces
Parking Provided	Commercial: 206 spaces Residential: 246 spaces Total: 452 spaces

Urban Design

The Citywide Design Guidelines, adopted by the City Planning Commission on June 9, 2011, establish a baseline for urban design expectations and present overarching design themes and best practices for residential, commercial, and industrial projects. Commission policy states that approved projects should either substantially comply with the Guidelines or through alternative methods to achieve the same objectives, and that the Guidelines may be used as a basis to condition an approved project. These design guidelines focus on several areas of opportunity for attaining high quality design in mixed-use projects, including: enhancing the quality of the pedestrian experience along commercial corridors; nurturing an overall active street presence; establishing appropriate height and massing within the context of the neighborhood; maintaining visual and spatial relationships with adjacent buildings; and optimizing high quality infill development that strengthens the visual and functional quality of the commercial environment.

The 7500 Sunset project achieves these goals through several features. The site design of the mixed-use development creates an active pedestrian experience along all street frontages to create a strong functional pedestrian linkage between the East and West Sites along Sunset Boulevard and the surrounding commercial development along the Boulevard. Further, the project proposes several plazas along the sidewalk, allowing pedestrians, including the public, to utilize the site for seating and outdoor dining. To engage the public sidewalk areas, the buildings contain active uses and appropriate code-compliant signage along the ground-floor levels. These ground-floor elevations incorporate pedestrian-scaled entrances and entry plazas, as well as articulated and transparent storefronts and residential lobby entrances with high ceiling heights. The parking is either subterranean or concealed with active uses such as commercial, with no levels of parking exposed. Additional pedestrian amenities include wide sidewalks (15 feet along Sunset Boulevard for both sites), new street trees and street lighting. Overall, the building elevations utilize a variety of architectural features, building materials, and changes in building depth and color in order to create a consistent rhythm and cohesive theme for the development. The scale, massing, and style of the buildings is also appropriate in the larger context of the neighborhood, which is developed with other low-to-mid scale commercial developments.

Entitlements:

In order to develop the project, the project requires the following land use entitlements:

- Consideration of the Environmental Impact Report document; adoption of the Statement of Overriding Considerations for unmitigatable impacts with regards to on-site noise and on and off-site vibration (human annoyance) and adoption of a Mitigation Monitoring Program to off-set any potential environmental impacts the project may have on the environment.

- A **Density Bonus Compliance Review** for a project with a base density of 172 units providing 20 very low income units, or 11% of the base density for a total of 200 units to: utilize an off-menu density bonus waiver of development standards to provide relief from Ordinance No. 164,712 in order to achieve a FAR of up to 3:1 in lieu of the 1:1 FAR across both project sites; and utilize an off-menu density bonus waiver of development standards to allow the averaging of FAR, density, parking, and open space, and to allow vehicular access, across two non-contiguous properties.

- A **Master Conditional Use** to permit the sale and dispensing of a full line of alcoholic beverages for off-site consumption for one establishment, and on-site consumption for up to five establishments;

- A **Site Plan Review** to review the site design for orderly development, compatibility with adjacent uses and infrastructure, and potential impacts to public safety and the environment.

In addition, a **Vesting Tentative Tract Map** (VTT-74265) for the merger and resubdivision of the site consisting of two master lots and six airspace lots; and approval of a haul route was approved on July 24, 2018 by the Advisory Agency. The decision of the Advisory Agency was not appealed.

Issues

Neighborhood Compatibility

The Applicant worked with the neighborhood council at various stages of the planning process to ensure that the project would be compatible with the surrounding built and future environment, both in terms of the proposed development program and the physical design of the project. Historically, the area surrounding the site has been low-to-medium scale commercial development along Sunset Boulevard with a combination of boutique retail, restaurants and other commercial uses. The project was modulated along the Sunset Boulevard façade primarily, as well as the Sierra Bonita and Curson Ave elevations in order to be more compatible with the surrounding area's massing. The modulation or terracing of the project required a loss of residential units. The project began in the Draft EIR phase (June 2016) with 236 residential units and 30,000 square feet of commercial retail, including 10,000 square feet of restaurant use distributed between both sites. For the Final EIR phase, the project's residential units were reduced to 219, with the commercial square footage unchanged. Following the Final EIR, the project was further reduced to 200 units, which is now the proposed project. Following, is a summary of the changes.

East Site
The project's East building had been modified in major ways in response to community, and Neighborhood Council concerns. The architectural changes outlined here serve to:

- reduce the residential unit count,
- decrease the overall mass of the building,
- lessen its visual impact from the public right-of-way
- increase the amount of public and green space at street level

The south portion of the building was modified to decrease the height and increase the setback area. The height was reduced from five levels to three levels for this section of the building, removing residential units and creating more separation from the adjacent residential and commercial buildings directly to the south and east. Increased open green space has also been introduced through the incorporation of a landscaped roof deck at this area of the building.
The building footprint was pulled back from the property lines along both Sierra Bonita Avenue and the southeast boundary to provide an eight-foot (8') setback at the ground level, resulting in increased sidewalk width and public space adjacent to the residential lobby at Sierra Bonita.
The driveway entrance was relocated further north along Sierra Bonita Avenue, reducing the amount of traffic penetrating the neighborhood to the south, as well as serving as a visual break between the Commercial and Residential uses at the ground level.

The recessed entryway located midway along the Sunset Boulevard frontage has been more than tripled in size, creating a significant outdoor patio, additional opportunities for landscaping, and a comfortable gathering space to be actively utilized by neighbors, residents, and retail and restaurant patrons. The area created by this new patio extends through the second and third floors, effectively serving to separate the building at these lower levels into two discrete, three-story masses.

The stepped back massing at the fourth and fifth levels further reduces the visual impact of these masses. For the upper floors, the massing is stepped back from the lower levels along Sunset Boulevard, and expanded roof decks allowing for greater step backs along Sierra Bonita and the eastern edge of the building. These increased step backs and the related removal of residential units are direct response to community and council office collaboration. Since the building will be viewed most often from an oblique angle from Sunset Boulevard, these step backs were designed to remove massing at the corners of the building. The overall impression resulting from this re-design is that of a three-story building with a reduced, five-story backdrop.

West Site
A second residential lobby and a 300 square-foot exterior courtyard were added along Sierra Bonita Avenue. The placement of this lobby along Sierra Bonita, as well as the relocation of the leasing office to this area, create a more user-friendly and accommodating relationship between the residential portions of the East and West buildings of this project. This new courtyard provides additional green and community space along Sierra Bonita, and the space it creates extends up through all five levels of the building. The courtyard creates a powerful visual break in the massing and breaks down the overall visual impact into more community-scaled interaction with the street. The recessed entryway located midway along the Sunset Boulevard frontage has been nearly tripled in size, providing additional opportunities for landscaping and a more inviting courtyard and gathering space to be shared by neighbors, residents, and retail and restaurant patrons. Whereas the entryway previously provided access to only an elevator lobby, the revised ground floor programming now has access directly to a restaurant space, thus providing the opportunity for more active public and commercial use. Additionally, an indoor paseo opens on to this new courtyard allowing direct access from the commercial parking to Sunset Boulevard, making this parking a more valuable resource to local businesses.

The space created by this new courtyard extends up through the second and third floors, removing residential units, and effectively separating these lower levels into two discrete, three-story masses. The visual impact of the structure is further reduced by the step backs at the fourth and fifth levels which were provided in response to community concerns.

At the fourth floor, the massing continues to be stepped back from the lower floors at all three street-facing facades. In response to community comments, previous iterations had the fifth floor massing pulled back from the Sierra Bonita and Curson property lines, removing over 55 linear feet of massing along the Sunset Boulevard frontage.

Finally, in this most recent revision the fifth floor has been further reduced with massing removed for over 70 linear feet of landscaped roof decks at the far corners along Sunset Boulevard. This much-reduced massing at the corners of the building further reduces the number of residential units and creates an overall impression of a three- story structure with a reduced, five-story backdrop. Additional residential units were removed at the fifth floor at the south end of the facade at Curson Avenue, removing massing, stepping back the structure and providing more roof deck space.

Architectural Design

The project had been designed in a contemporary architectural style however the architectural design was modified to fit more in line with the traditional commercial development in Hollywood along Sunset Boulevard by providing by providing painted metal panels, troweled plaster, stone veneers and clean, linear lines.

The project was reviewed by Urban Design Studio staff and the Professional Volunteer Program (PVP) on September 13, 2016, resulting in the following comments with regard to the architectural design of the project:

- Courtyard looks really tight in terms of dimensions.
- Triangular building more successful design. Buildings not modulated enough.
- Larger building looks like its just maximizing square footage, generic architecture, doesn't relate to the existing buildings.
- Not enough done within the common street between the two buildings.
- Roof deck facing Curson should be main residential lobby.
- East side - Lobby on Sierra Bonita, Bus Stop near corner plaza is not shown on renderings.
- Planters shown interfere with pedestrians, should be near street not storefronts.
- More details as to how building lobbies will be treated. Residential lobbies should face each other on common street.
- There should be residential lobbies on Sunset, shouldn't face 711.
- The cutout corners should be enlarged or use open space elsewhere to create more building modulation.
- Use better quality materials for ground level and more detailing.
- Bicycle parking not at convenient locations.
- More canopies along sidewalk/better storefronts.

Based on the PVP meeting, the applicant modified the project to include additional modulation along the 4th and 5th floors to reduce the appearance of the massing, increased open space areas along the roof decks, enlarged entryways along Sunset Boulevard, the addition of secondary residential lobbies along Sierra Bonita and Curson and revised building materials and detailing for the facades of the project to be more compatible with the area.

Environmental Analysis

The following is a summary of the environmental review process and final impacts resulting from the proposed project. The City published a Notice of Preparation (NOP), which was sent to State, regional, and local agencies, and members of the public for a 30-day review period starting on November 5, 2014, and ending December 4, 2014. The purpose of the NOP was to formally convey that the City was preparing a Draft EIR for the proposed project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. A Public Scoping Meeting was held on November 19, 2014. The meeting was held in an open house or workshop format and provided interested individuals, groups, and public agencies the opportunity to view materials, ask questions, and provide oral and written comments to the City regarding the scope and focus of the Draft EIR. The Draft EIR was circulated for a 45-day public comment period beginning on June 16, 2016, and ending on August 1, 2016. A Notice of Completion was sent on June 1, 2016 to the Governor's Office of Planning and Research State Clearinghouse, property owners within 500 feet, and interested parties, and the notice was also provided in newspapers of general and/or regional circulation. The Final EIR was distributed on April 19, 2018.

On June 27, 2018, a subdivision hearing was held by the Deputy Advisory Agency. The Deputy Advisory Agency certified the EIR on June 27, 2018 in connection with its approval of the vesting tentative tract map VTT-74265 for the project. The approval was not appealed. The Environmental Impact Report identified impacts that would have 1) no impacts or less than significant impacts, 2) potential significant impacts that could be mitigated to less than significant, and 3) significant and unavoidable impacts. The impacts are summarized below:

Impacts found to have No Impact or Less Than Significant include the following:

Archaeological and Paleontological Resources
Agricultural and Forest Resources
Air Quality
Aesthetics
Biological Resources
Geology and Soils
Greenhouse Gas Emissions
Cultural Resources
Hazards and Hazardous Materials
Historic and Tribal Resources
Hydrology and Water Quality
Land Use and Planning
Mineral Resources
Operational Noise and Vibration
Population and Housing
Public Services
Transportation
Water Supply
Utilities and Energy

Impacts Found to be Significant and Unavoidable even with the implementation of all feasible mitigation include the following:

On- and Off-Site Vibration

Conclusion

The project is a mixed-use project that provides 200 residential units, 20 of which are affordable to Very Low Income households, active ground-floor commercial uses, groundfloor and podium level amenity spaces, two publicly accessible plazas, and various streetscape and transit-oriented improvements to the immediate area. The project enhances the built environment through the unified development of the two sites, and would include essential and beneficial uses by including commercial and residential components near Hollywood's transit-rich regional center of commerce, tourism, and entertainment. The project's replacement of 39,939 square feet of low-rise commercial uses and surface parking with 200 residential units and 30,000 square feet of groundfloor commercial retail uses, including 10,000 square feet of restaurant uses, supports Hollywood's identity as an area of commerce, while bringing much needed housing, including affordable, and supports the city's desire to provide retail, restaurants and multifamily housing within a rich transit network in Hollywood.

The proposed development would be compatible with the site's Neighborhood Office Commercial designation and the policies of the General Plan. The requested Density Bonus and Conditional Use Permit will allow for greater housing options and affordability in Hollywood, and a diverse range of commercial options, including restaurants.

The project results in a development that includes a beneficial mix of uses that create active and safe pedestrian environments, and offer a variety of amenities and open space features. The project's location, uses, height, and other features would be compatible with the surrounding neighborhood, and would not adversely affect public health, welfare, and safety. Furthermore, overriding considerations of economic, social, aesthetic, and environmental benefits for the Project justify adoption of the Project and utilization of the previously certified EIR. Therefore, Department of City Planning staff recommends that the City Planning Commission approve the proposed project and corresponding entitlement requests.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.24, and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

1. **Uses.** All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required. Uses. The project size shall not exceed the following: a) 200 residential units (West Site: 127 units, East Site: 73 units) ; b) 30,000 square feet of commercial space, including 10,000 square feet of restaurant; Uses allowed in the C4 Zone are allowed in the project.

1. **Development.** The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", stamp dated July 2, 2018, except as may be revised as a result of this action. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

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

2. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

3. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

4. **Greywater**. The project shall be constructed with an operable recycled water pipe system for onsite greywater use, to be served from onsite non-potable water sources such as showers, washbasins, or laundry and to be used as untreated subsurface irrigation for vegetation or for cooling equipment. The system specifics shall be required as determined feasible by DWP in consultation with DCP.

5. **Billboards**. There shall be no Billboards on the project site, any existing Billboards shall be removed.

6. **Residential Parking**. Residential Parking shall be provided pursuant to LAMC Section 12.22.A.25(d) and shall be unbundled.

7. Bicycle Parking. Bicycle Parking shall be provided for the project pursuant to LAMC 12.21 A.16.

8. **Electric Vehicle Parking.** The project shall include at least 20 percent of the total code-required parking spaces capable of supporting future electric vehicle supply (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway

method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. In addition, five percent of the total code required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the required 20 percent or five percent results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

9. The project shall comply with the Los Angeles Green Building Code, Section 95.05.211, to the satisfaction of the Department of Building and Safety.

10. Landscaping. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.

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

Density Bonus

12. A minimum of 20 units, or 11% of the base dwelling units, shall be reserved as Very Low Income units, as defined by the State Density Bonus Law 65915(C)(2). The project shall be limited to a maximum of 200 residential units, inclusive of Density Bonus units.

13. Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 20 units (11% of total base units) available as Very Low Income Units, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA.

Conditional Use for the Sale and Dispensing of On-Site Alcoholic Beverages

14. Authorized herein is the sale and dispensing of a full line of alcoholic beverages for off-site consumption for one establishment, and on-site consumption for up to five establishments, subject to the following limitations:

    a. The hours of operation shall be limited to 7:00 a.m. to 2:00 a.m., daily for on-site consumption.

b. No after-hour use is permitted, except routine clean-up. This includes but is not limited to private or promotional events, special events, excluding any activities which are issued film permits by the City.

15. MViP – Monitoring Verification and Inspection Program. Prior to the utilization of this grant, fees required per L.A.M.C section 19.01 E (3) for Monitoring of Conditional Use Permits and Inspection and Field Compliance Review of Operations shall be paid to the City. Within 12 to 18 months from the beginning of operations or issuance of a Certificate of Occupancy, a City inspector will conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and included in the administrative file. The owner/operator shall be notified of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective conditions imposed by the Zoning Administrator.

16. Prior to the utilization of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Department of City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for inclusion in case file. Fees required per L.A.M.C section 19.01 E (3) for Monitoring of Conditional Use Permits and Inspection and Field Compliance Review of Operations shall be paid to the City prior to the final clearance of this condition.

17. Should there be a change in the ownership and/or the operator of the business, the business owner or operator shall provide the prospective new business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination including the conditions required herewith has been provided to the prospective owner/operator shall be submitted to the Department of City Planning in a letter from the new owner/operator indicating the date that the new owner/operator began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to the Department of City Planning within 30-days of the beginning day of his/her new ownership/operation of the establishment along with any proposed modifications to the existing the floor plan, seating arrangement or number of seats of the new operation.

18. Master Plan Approval (MPA) Requirement for six establishments. Each individual operator and each new operator/owner of an establishment, shall be subject to a Master Plan Approval (MPA) determination pursuant to Section 12.24-M of the Los Angeles Municipal Code in order to implement and utilize the Master Conditional Use authorization granted. The purpose of the Master Plan Approval determination is to review each proposed establishment in greater detail and to tailor site-specific conditions of approval for each of the restaurant premises which may include but not be limited to hours of operation, seating capacity, size, security, the length of a term grant and/or any requirement for a subsequent MPA application to evaluate compliance and effectiveness of the conditions of approval.

19. Administrative Review. To utilize the grant, each establishment shall be subject to a ministerial Administrative Review procedure, requiring the submittal of the type of alcohol application requested from ABC through a Master Land Use Application, a table matrix identifying all existing alcohol permits for the subject property, an updated floor plan

identifying the location of all establishments, a proposed floor plan of the vendor space considered for review, hours of operation, and if applicable, documentation regarding the number and location of seats the vendor is proposing within the specific establishment. The submittal shall be included in the case file. Each review will also be subject to the payment of the "Miscellaneous Clearance – Zoning Administrator" fee (LAMC Section 19.3.1E-3). The Director shall review the alcohol use request for substantial compliance with the conditions of this grant. Any application which does not comply with the terms and conditions of this grant shall be required to file a Plan Approval or Conditional Use Permit pursuant to LAMC Section 12.24.X.2 or Section 12.24.W,1.

20. Prior to the utilization of this grant, a camera surveillance system shall be installed to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recorded tapes/images shall be maintained for a minimum period of 30 days. The tapes shall be furnished to the Los Angeles Police Department upon request. The plan must be reviewed and approved by the Police Department. The approved plan will be maintained by the DEPARTMENT OF CITY PLANNING and be made be available to the Police Department and the Department of Building and Safety for the purpose of verification or inspections.

21. The Zoning Administrator reserves the right to require that the new business owner or operator file a Plan Approval application, if it is determined that the new operation is not in substantial conformance with the approved floor plan, or the operation has changed in mode or character from the original approval, or if documented evidence be submitted showing a continued violation(s) of any condition(s) of this grant resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties. The application, in association with the appropriate fees, and a 500-foot notification radius, shall be submitted to the Department of City Planning within 30 days of the date of legal acquisition by the new owner or operator. The purpose of the plan approval will be to review the operation of the premise and establish conditions applicable to the use as conducted by the new owner or operator, consistent with the intent of the Conditions of this grant. Upon this review, the Zoning Administrator may modify, add or delete conditions, and if warranted, reserves the right to conduct this public hearing for nuisance abatement/revocation purposes.

22. In the event there is a change in the licensee, within six months of such change, this training program shall be required for all new staff. Los Angeles Police Department's Standardized Training for Alcohol Retailers (STAR) training shall be conducted for all new hires within two months of their employment.

23. Within the first six months of utilizing the grant at this establishment, all employees involved with the sale of full line of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR). Upon completion of such training, the applicant shall request the Police Department to issue a letter identifying which employees completed the training. The applicant shall transmit a copy of the letter referencing Case No. ZA 2017-3167-MCUP, from the Police Department to the Department of City Planning as evidence of compliance.

24. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

25. Prior to approval of any Plan Approval filed subsequent to this approval, each individual business owner or operator shall prepare a security plan, which shall be submitted to the Police Department's Central Area's Vice Section for review and approval. The security plan shall address security measures applicable to the establishment.

26. Prior to the utilization of this grant, surveillance cameras shall be installed which cover all common areas of the venues, including all high-risk areas, entrances and exits to each tenant space, including cameras that provide a view of the street.

27. Prior to the utilization of this grant, an electronic age verification device shall be purchased and retained on each premise to determine the age of any individual attempting to purchase alcoholic beverages and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.

28. No authorizations for other uses have been requested or impliedly approved and any uses or activities which require a separate Conditional Use Permit or Police Commission Permit or any other permit under state or local law, is prohibited unless the required permit or authorization is obtained for the activity..

29. There shall be no use of the subject premises which involves Section 12.70 of the Los Angeles Municipal Code uses (Adult Entertainment).

30. The applicant of every establishment shall maintain on the premises and present upon request to the Police or other enforcement agency, a copy of the Business Permit, Insurance Information, Conditional Use Permit Conditions, ABC Alcohol Permit and valid emergency contact phone number for any Valet Service utilized and for any Security Company Service employed.

31. The applicant shall be responsible for maintaining the area adjacent to the premises over his/her control free of litter.

32. The applicant and tenant(s) shall monitor the areas under their control to prevent loitering of persons around their venues.

33. The property owner/operator shall keep a log of complaints received, the date and time received, and the disposition of the response. This shall be available for inspection by the Department.

Site Plan Review

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

35. **Trash and Recycling.**
    a. All trash collection and storage areas shall be located on-site and shall not visible from the public right-of-way.
    b. Trash/recycling containers shall be locked when not in use.

Environmental Conditions

36. **Mitigation Monitoring Program**. The project shall be in substantial conformance with the mitigation measures in the attached MMP and stamped "Exhibit B" and attached to the subject case file. The implementing and enforcing agencies may determine substantial conformance with mitigation measures in the MMP. If substantial conformance results in effectively deleting or modifying the mitigation measure, the Director of Planning shall provide a written justification supported by substantial evidence as to why the mitigation measure, in whole or in part, is no longer needed and its effective deletion or modification will not result in a new significant impact or a more severe impact to a previously identified significant impact.

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

37. **Mitigation Monitor (Construction)**. During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant, the election of which is in the sole discretion of the Applicant), approved by the City of Los Angeles Department of City Planning which approval shall not be reasonably withheld, who shall be responsible for monitoring implementation of project design features and mitigation measures during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

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

FINDINGS

1. CONDITIONAL USE FINDINGS:

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

LAMC Section 12.24-W,1 allows a Conditional Use Permit to be granted for the sale and dispensing of alcoholic beverages. The project requests a Conditional Use Permit for the sale and dispensing of a full line of alcoholic beverages for on-site consumption at up to five (5) restaurants and for off-site consumption at one establishment. The restaurants will be located street level along Sunset Boulevard.

The project proposes the demolition of 39,939 square feet of low-rise commercial uses and surface parking for the construction of two-mixed use buildings consisting of an East and West Site for a total of 199,714 square-foot mixed-use development that contains 200 residential units, 30,000 square feet of ground floor commercial retail uses, and up to 10,000 square feet of restaurant uses. The West Site mixed-use building ("West Building") consists of 127 residential units (26 studio, 74 one-bedroom, 25 two-bedroom, and two three-bedroom units), 5,000 square feet of restaurant space, and 11,000 square feet of retail uses. The East Site mixed-use building ("East Building") would include 73 residential units (22 studio, 37 one-bedroom, 12 two-bedroom, and two three-bedroom units), 5,000 square feet of restaurant and 9,000 square feet of retail uses. The surrounding built environment is developed, and the immediate vicinity of the project is characterized by a mix of low- to medium-intensity, multifamily and commercial buildings. Uses to the immediate north, west and east of the Project Site include low-rise commercial uses zoned C4-1D. Multi-family uses zoned R3-1 are located directly south of both the West Site and the East Site. Single-family uses zoned R1 are located approximately 260 feet north and 500 feet west of the West Site and approximately 260 feet north of the East Site.

The proposed mixed-use projects would enhance the built environment by bringing new compatible development to the area, and alcohol service would improve the viability and desirability of the proposed restaurants (up to four) and retail/market establishments (up to one). The restaurants will also provide a beneficial service for the residents, employees, and visitors to the area, as the availability of alcohol sales is a desirable amenity that is typical of many restaurants and markets. Further, as conditioned, the sale of alcoholic beverages will occur within a controlled environment within the store by trained employees, subject to security measures, limited hours of operation, STAR training, inspections, and evaluations of any nuisance complaints and the appropriateness of the use. The service of alcoholic beverages in food establishments has become accepted as a desirable and expected use that is meant to complement food service. Since alcoholic beverage service is a common and expected amenity with meal service for many patrons, the grant for alcohol sales will be desirable to the public convenience and welfare. The project will provide increased opportunities for quality food and may serve as a central meeting point for the neighborhood. The sale of alcoholic beverages is anticipated to be an ancillary use to the restaurant use. Therefore, as conditioned, the service of alcoholic beverages for on-site consumption and sales for off-site consumption will enhance the built environment in the surrounding neighborhood and provide a service that is beneficial to the community, city or region.

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

The project proposes the demolition of 39,939 square feet of low-rise commercial uses and surface parking for the construction of two mixed-use buildings totaling 199,714 square-feet that contains 200 residential units, approximately 30,000 square feet of ground floor commercial retail uses, including up to 10,000 square feet of restaurant uses. The West Site mixed-use building ("West Building") consists of 127 residential units (26 studio, 74 one-bedroom, 25 two-bedroom, and two three-bedroom units), 5,000 square feet of restaurant space, and 11,000 square feet of retail uses. The East Site mixed-use building ("East Building") would include 73 residential units (22 studio, 37 one-bedroom, 12 two-bedroom, and two three-bedroom units), 5,000 square feet of restaurant and 9,000 square feet of retail uses.

The subject property is located in the Hollywood Community Plan, along Sunset Boulevard in Hollywood, and are bounded by Curson Avenue to the west; Sunset Boulevard to the north; Gardner Street to the east; and multi-family residential uses to the south. The project site is located in a highly-urbanized area on a stretch of Sunset Boulevard generally comprised of retail, restaurant, and office uses. Uses to the immediate north, west and east of the project Site include low-rise commercial uses zoned C4-1D. Multi-family uses zoned R3-1 are located directly south of both the West Site and the East Site. Single-family zoned R1 are located approximately 260 feet north and 500 feet west of the West Site and approximately 260 feet north of the East Site. Gardner Elementary School is approximately 350 feet north of the project site along Gardner Street and Hawthorne Avenue north of Sunset Boulevard. Publicly owned property, including Fire Station No. 41 and a strip of land currently used by Los Angeles Department of Transportation (LADOT) for surface parking, is located along Gardner Street, directly south of the East Site.

No evidence was presented at the Hearing Officer hearing or in writing that the sale of alcoholic beverages for on- and off-site consumption will be materially detrimental to the immediate neighborhood. The sales of alcohol would not be detrimental to nearby schools, since the establishments serving alcohol will be carefully controlled and monitored, and would be a full block north of the project site buffered between commercial and residential uses. The project has been designed in a manner to enhance the public realm and improve the aesthetics and safety of the surrounding area. The inclusion of alcohol uses will allow for added vibrancy within the project, which is appropriate for a mixed-use transit priority project. Any establishments serving alcohol will be carefully controlled and monitored, while being compatible with immediately surrounding commercial uses consisting of boutique retail shops, restaurants and multi-family residential. The proposed project will provide a place for residents, workers and visitors to eat, drink, and socialize; as such, the sale of alcoholic beverages is a normal part of restaurant operation and an expected amenity.

Additionally, the conditions recommended herein will ensure that the establishment will not adversely affect or further degrade the surrounding neighborhood, or the public health, welfare, and safety. Approval of the conditional use will contribute to the success and vitality of the commercial development and help to reinvigorate the site and vicinity. Since the alcohol sales will be incidental to food service and community space, permitting alcohol sales on the site will not be detrimental to the development of the community.

Thus, as conditioned, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety. Furthermore, this grant also includes conditions of approval intended to address alcohol-related issues to safeguard public welfare and enhance public convenience, such as proper employee training. In addition, as each operator comes in, they will be required to file a plan

approval to allow for the Zoning Administrator to review the floor plan, and impose any other conditions as deemed appropriate.

The location of the project's alcohol-sale would continue to add to the diversification of commercial activities being conducted in the area and would not adversely affect the surrounding neighborhood. As mentioned, the alcohol-sales would be compatible and complement the surrounding commercial along Sunset Boulevard. The proposed hours of operation are reasonable and the sale of alcohol is incidental to food sales at the restaurants and at the grocery store. Therefore, as conditioned, it is anticipated that the project features and uses will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or public health, welfare, and safety.

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

Los Angeles Municipal Code Section 12.24-W.1 permits the requested use within the C zones. Alcohol service is ancillary and a normal complement to restaurant uses in a mixed-use project, while the off-site sale of alcoholic beverages is an expected component of gourmet food stores, wine shops, and other desirable neighborhood-serving retail uses commonly found in new mixed-use developments.

The project advances the following goals, policies, and provisions of the Hollywood Community Plan as well as the Framework and Housing Elements of the Citywide General Plan:

Hollywood Community Plan
The project Site is located within the Hollywood Community Plan, adopted by the City Council on December 13, 1988. The Plan designates the majority of the subject property as Neighborhood Commercial which corresponds to the C1, C2, C4, P, RAS3, and RAS4 Zones which permit the project's residential and commercial uses. The southernmost triangular lot of the East Site has a General Plan land use designation of Medium Residential which corresponds to the R3 Zone, which permits residential uses. The project site is currently zoned C4-1D; however, that portion designated for Medium Residential land uses has been considered as being subject to the R3 zone's development standards. Although the existing "D" Development Limitation restricts the maximum floor area ratio (FAR) to 1 to 1, the project includes a request for approval of a waiver of development standards pursuant to state and City density bonus law to permit an FAR increase of up to 3 to 1 by providing on-site affordable housing. As set forth below, the project is consistent with the General Plan.

The Hollywood Community Plan text includes the following relevant land use objectives, policies and programs:

Objective 1: To coordinate the development of Hollywood with other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment…"

The project is coordinated with the development of Hollywood and other parts of the City of Los Angeles, while developing Hollywood as a major center of population, employment, and retail services. The project reflects orderly development of the urban area, with housing to accommodate residents and employees, proximate to transit and retail services. The project will provide retail services, construction, retail and commercial jobs, as well as additional housing for residents.

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

The project will provide housing required to satisfy the needs and desires of all economic segments of the community by providing much-needed housing to the City of Los Angeles. The project includes 200 apartment units in a variety of unit types and would reserve 20 units for Very Low Income households to help respond to the need for housing in the Hollywood Community Plan area. As Hollywood is highly urbanized and is experiencing ongoing revitalization, building market rate and affordable housing will help satisfy the varying needs of all economic segments of the Community that will help make Hollywood a vibrant and diverse community. In addition, the project would not displace any existing residents, as the project Site is currently developed with older commercial uses.

Objective 4: To promote economic well-being and public convenience through:

a. Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.

The project will effectively and adequately allocate and distribute commercial lands for retail and restaurant uses on the ground floor and will provide residential uses above. With its mix of uses, the Project does provide the retail/commercial uses anticipated in the Community Plan while also providing much needed housing in this neighborhood district, located on the major commercial corridor of Sunset Boulevard.

Additional required findings for the sale of alcoholic beverages:

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

The surrounding urban environment is a highly urbanized area on a stretch of Sunset Boulevard generally comprised of retail, restaurant, and office uses. The properties located to the north of the Subject Property along Sunset Boulevard are within the C4-1D zones. The property within the C4-1D Zone is currently occupied by 39,939 square feet of low-rise commercial uses and surface parking, all of which will be removed. Uses to the immediate north, west and east of the project Site include low-rise commercial uses zoned C4-1D. Multi-family uses zoned R3-1 are located directly south of both the West Site and the East Site. Single-family uses zoned R1 are located approximately 260 feet north and 500 feet west of the West Site and approximately 260 feet north of the East Site. Gardner Elementary School is approximately 350 feet north of the project site along Gardner Street and Hawthorne Avenue north of Sunset Boulevard. Publicly owned property, including Fire Station No. 41 and a strip of land currently used by Los Angeles Department of Transportation (LADOT) for surface parking, is located along Gardner Street, directly south of the East Site.

The area surrounding the site is a mix of commercial and residential buildings. The request for on-site alcohol sales will be compatible with the surrounding uses, providing a place for residents, visitors, and shoppers to eat, drink, socialize, and shop. The request for off-site alcohol sales will create convenience for nearby residents. This all contributes to the continued vitality of the neighborhood.

Alcoholic beverage service is an expected amenity for many patrons and approval of this grant would increase the available options for desirable dining and social experiences for patrons. The establishments will also benefit the City through the generation of additional sales tax revenue, fees, and employment opportunities.

Diversity amongst uses is common in the immediate surrounding area, and while there are residential dwelling units and other sensitive uses located in close proximity to the subject site, the establishments open to the public serving alcoholic beverages will be part of a controlled and monitored development.

In addition, numerous conditions have been imposed to integrate the use into the community as well as protect community members from adverse potential impacts.

Additional conditions have been recommended for consideration by the California Department of Alcoholic Beverage Control that regulate the sale of alcoholic beverages to prevent adverse impacts to the neighborhood. Other conditions imposed will maintain the order and ensure cleanliness of the project and its surroundings. Therefore, the granting of the request will not adversely impact the welfare of the pertinent community.

e. The granting of the application will not result in or contribute to an undue concentration of such establishments.

The project, as proposed, will be located within a regional center where a variety of uses is permitted and encouraged and an increased concentration of licenses is anticipated. In addition, the census tract in which the project is located is an active commercial area that is a destination point for many and where there is a demand and expectation for increased alcohol license issuances. According to the State of California Department of Alcoholic Beverage Control (ABC) licensing criteria, seven (7) on-sale and one (1) off-sale licenses are allocated to subject Census Tract No. 1899.02. There are currently 8 total licenses in this Census Tract (7 on-site and 1 off-site). Of the 8 establishments with on-site licenses, three (3) have Type 41 License for on-site sales and consumption of beer and wine, and three (3) have Type 47 License Type for on-site general sales and consumption as bona-fide public eating places, and none have a Type 42 License Type for a bar. The one establishment with an off-site list license is not a Type 21 License for general off-site sales and is a Type 20 for the off-site sales of beer and wine. Within 1,000 feet of the subject site, there exists a total of 15 alcohol serving establishments. These establishments include a combination of restaurants, bars, and markets. Although the instant application will increase the number of active licenses in this Census Tract, it will not create an undue burden because the uses will be restricted and individually conditioned through plan approval process and based upon the security conditions imposed herein.

It is not uncommon to have increased concentrations of crimes in a dense, urban area that is a regional and internationally known center and destination. According to statistics provided by the Los Angeles Police Department's West Division Vice Unit, within Crime Reporting District No. 642 and 644, which has jurisdiction over the subject property, a total of 295 crimes and 230 arrests were reported in 2017, qualifying as a "High Crime Reporting District" compared to the citywide total average of 191 offenses for the same reporting period. Of the 525 total crimes and arrests reported for the census tract, two (2) arrests were made for liquor laws, six (6) arrests were made for being under the influence of alcohol, no arrests were made for disturbing the peace, 24 arrests was made for disorderly conduct, and 20 arrests were made for driving under the influence, reported by LAPD. Given the project's location within a dense employment and residential center, the census tract's crime statistics related to alcohol are minimal and the issuance of additional licenses to serve alcohol on-site or off-site is not anticipated to create a law enforcement problem based on the conditions imposed through this entitlement. Furthermore, the requested entitlement for alcohol sales that are incidental to restaurant patronage is not anticipated to adversely affect crime rates, given the nature of the use which will primarily involve alcohol being consumed by patrons of the restaurants.

f. Approval of the application will not detrimentally affect nearby residential zones or uses.

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

Garner Street School: 7450 Hawthorne Ave
West Hollywood Presbyterian Church: 7350 Sunset Boulevard

While there are multi-family residential dwelling units and other sensitive uses located within 1,000 feet to the project site, each building's commercial, retail and restaurant spaces will provide adequate security measures to discourage loitering, theft, vandalism and other nuisances. The project proposes to provide CCTV camera security systems, on-site security guards posted at the proposed alcohol uses, an alarm system installed as needed, pedestrian appropriate illumination at entryways, alleys, etc., and controlled access into and out of the parking garage. All sales employees will receive STAR training in responsible alcohol sales; age verification devices and prompts will be part of the Point of Sale system to assist cashiers in prevention of sales to minors at any retail establishments that sell alcoholic beverages.

Furthermore, the proposed sales of alcoholic beverages for on and off-site consumption will not detrimentally affect nearby residential properties and other sensitive uses because the urban environment surrounding the project site mostly contains commercial uses that both expect and desire more commercial developments. While the sale of alcoholic beverages is important to the restaurants or retailers that will be located within the proposed building's tenant spaces, their sale and service will be incidental to primary operations and, as such, no detrimental effects are to occur from the sales and consumption of alcoholic beverages.

2. Density Bonus/Affordable Housing Incentives Compliance Findings.

Pursuant to Section 12.22-A,25 of the LAMC and Government Code Section 65915(d), the City Planning Commission shall approve one incentive and one development waiver unless the Director finds that:

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

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

Based on providing 11% of the 172 base units as affordable units the project is entitled to request two incentives. The requested two incentives are being sought through the off-menu process to provide relief from Ordinance No. 164,712 in order to achieve a FAR of up to 3:1 across the project sites in lieu of a FAR of 1:1, and allow the averaging of FAR, density, parking, and open space, and to allow vehicular access, across two non-contiguous properties. The project does not qualify for "on-menu" incentives to allow up to 3:1 FAR and averaging of FAR, density, parking, and open space and vehicular access because it is not located within 1,500 feet of a Transit Stop and the lots are non-contiguous. These requests are not expressed in the Menu of Incentives Per

LAMC Section 12.22-A,25(f) and, as such, are subject to the Off-Menu process in LAMC Section 12.22-A,25(g)(3).

The requested incentives and waivers would result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives and waivers allow the developer to expand the building envelope so the additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The incentives and waivers support the applicant's decision to set aside 20 dwelling units for Very-Low Income Households for a period of 55 years.

Requested Incentives/Waivers

Based on the set aside of 11 percent of base units for Very-Low Income Household units, the applicant is entitled to two incentives under both the Government Code and LAMC. However, pursuant to Government Code Section 65915(e), the Commission is also required to grant a "waiver or reduction of development standards that will have the effect of physically precluding the construction of the density bonus project." Without the below incentives, the existing development standards would preclude development of the proposed density bonus units, incentives and project amenities.

Off-Menu 3:1 FAR averaging across the Project Site. The project proposes to provide relief from Ordinance No. 164,712 in order to achieve a FAR of up to 3:1 across the project in lieu of the 1:1 FAR otherwise required in the D Limitation of the project site. The second incentive would allow for the averaging of FAR, density, parking, and open space, and to allow vehicular access, across two non-contiguous properties. The additional FAR would physically enable the buildout of base units, and will allow the project the space to provide a mix of studio; one-bedroom; one-bedroom and three-bedroom configurations. The additional space physically enables project amenities such as the construction of plaza space available to the public along Sunset Boulevard, landscaped podium courtyards with pool and common open space roof decks and community room.

Without the waiver of development standard there would be a reduction in the project's ability to provide the range of unit configurations or a reduction in the marketable commercial area that will be providing a commercial resource for on-site residents and others in the neighborhood. The project would have a total of 199,714 square feet of floor area, with a maximum FAR of 2.86:1, in lieu of a 1:1 FAR otherwise permitted in D-limitation.

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

There is no substantial evidence that the proposed incentive will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22-A.25(b)). The comments on record do not identify any written objective health or safety standards that are exceeded or violated. Nor does the record provide any evidence that significant, quantifiable, direct and unavoidable impacts will occur. Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact on public health and safety.

3. SITE PLAN REVIEW

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

a. **The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

The project proposes the demolition of 39,939 square feet of low-rise commercial uses and associated surface parking for the construction of two buildings totaling 199,714 square-foot mixed-use development that contains 200 residential units, including 20 very low income units, approximately 30,000 square feet of ground floor commercial retail uses, including up to 10,000 square feet of restaurant uses. The West Site mixed-use building ("West Building") consists of 127 residential units (26 studio, 74 one-bedroom, 25 two-bedroom, and two three-bedroom units), 5,000 square feet of restaurant space, and 11,000 square feet of retail uses. The East Site mixed-use building ("East Building") would include 73 residential units (22 studio, 37 one-bedroom, 12 two-bedroom, and two three-bedroom units), 5,000 square feet of restaurant and 9,000 square feet of retail uses. Parking will either be subterranean or screened from view by ground floor uses.

The proposed project is consistent with various elements of the General Plan, the Hollywood Community Plan, and the Housing Element as discussed below:

Framework Element
Health and Wellness, Mobility 2035, and Air Quality Elements. The condition requiring a minimum of 20% of all Code required parking spaces to be EV-ready parking spaces and 5% of Code required parking to be further provided with EV chargers onsite will support the adoption of low and zero emission transportation fuel sources by the project's occupants and visitors. The condition requiring solar panels will support the site's EV chargers and other site electrical uses to help reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. Taken together, these conditions provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and City in response to General Plan Health and Wellness Element Policies 5.1 (reduce air pollution), 5.7 (reduce greenhouse gas emissions); Air Quality Element Policy 4.2.3 (ensuring new development is compatible with alternative fuel vehicles), 5.1.2 (shift to non-polluting sources of energy in buildings and operations); Mobility Element Policy 4.1 (expand access to transportation choices) and 5.4 (encourage adoption of low emission fuel sources, new mobility technology and supporting infrastructure). The solar and EV conditions are also good zoning practice because they provide a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on site for other functions. As such, the Project provides recreational and service amenities to improve habitability for the residents and to minimize impacts on neighboring properties.

Land Use Chapter
The Framework Element's Land Use Chapter (Chapter Three) establishes general principles to encourage growth and increase land use intensity around transit nodes, to create a pedestrian oriented environment while promoting an enhanced urban experience and provide for places of employment. The project site is designated as Neighborhood Office in the Hollywood Community Plan. The Framework Element's Land Use Chapter notes that neighborhood districts are intended focal points of surrounding residential neighborhoods contain a diversity of uses that serve daily needs, such as restaurants, retail

outlets, grocery stores, child care facilities, community meeting rooms, pharmacies, religious facilities and other similar uses. The clustering of uses minimizes automobile trips and encourages walking to and from adjacent residential neighborhoods. Pedestrian activity is encouraged by the emphasis on local-serving uses, design of buildings, and incorporation of streetscape amenities.

The proposed project meets the goal of the neighborhood district by providing a diversity of uses that includes a combined total of 200 residential units, including 20 units of much needed affordable units, and 30,000 square feet of neighborhood-serving commercial uses that may include restaurants and/or retail along this stretch of Sunset Boulevard that is located near transit. The design of the project encourages pedestrian activity through building design and proposed streetscape amenities. The commercial uses would include floor-to-ceiling storefront glazing along Sunset, Curson, and Sierra Bonita that will be inviting to pedestrians and provide transparency that opens the buildings to the street. The commercial and restaurant storefronts have direct entrances from the streets and the prominent ground floor residential lobbies are accessed directly from the streets that provide convenient access to the residential units and amenities. Public amenities include opportunities for outdoor dining areas and enhanced pedestrian facilities with inviting shade- and drought-tolerant landscaping along Sunset Boulevard. The project will enhance the surrounding streetscape on Sunset, Curson, and Sierra Bonita by maintaining the existing street trees and incorporating new trees, planters, vertical green walls, and rooftop landscaping. Decorative pavers will be installed in varying patterns to further enliven the pedestrian experience. Pedestrian-scale lighting and visibility at the ground floor will help improve the livability and security of the neighborhood at all hours.

The project meets the following objectives and policies set forth in the Framework Element's Land Use chapter.

Objective 3.8: Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.

Policy 3.8.4: Enhance pedestrian activity by the design and siting of structures.
Policy 3.8.5: Initiate a program of streetscape improvements.

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

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

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

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

Range Land Use Diagram.

The project proposes 30,000 square feet of neighborhood-serving ground floor commercial space that is anticipated to include retail and restaurant uses and would provide new employment opportunities. The project includes 200 residential units above the ground floor commercial uses and residents of the project and the surrounding neighborhood would have convenient, pedestrian access to the project's commercial uses that would reduce overall vehicular trips. In addition, residents and visitors who prefer not to drive benefit from the multitude of bus lines that operate directly along Sunset Boulevard, and elsewhere nearby, facilitating a reduction of vehicle trips.

The project's public amenities include opportunities for outdoor dining areas and enhanced pedestrian facilities with inviting shade- and drought-tolerant landscaping along the public streets. The project will enhance the surrounding streetscape on Sunset, Curson, and Sierra Bonita by maintaining the existing street trees and incorporating new trees, planters, vertical green walls, and rooftop landscaping. Decorative pavers will be installed in varying patterns to further enliven the pedestrian experience. Pedestrian-scale lighting and visibility at the ground floor will help improve the livability and security of the neighborhood at all hours. Urban Form and Neighborhood Design Chapter

Goal 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

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

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

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

The proposed project complies with the aforementioned goals, objectives, and policies in that the addition of new commercial, restaurant and residential uses would complement the Hollywood neighborhood district that is developed with a variety of unique restaurants, retail, and boutique retail shops. The project would enhance the livability of the neighborhood with the addition of new ground floor commercial uses that would draw patrons to the site and which builds upon the mix of uses already found in the area. In addition, there would be publicly accessible plazas on the ground floor, encouraging pedestrian activity. In addition, the project provides substantial landscaping, new street trees, and outdoor areas along the ground floor that may include outdoor dining opportunities for ground floor restaurants.

Open Space Chapter

Objective 6.2: Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.

Policy 6.4.7: Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open

spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources.

The project would include four publicly accessible plazas for walking and public gathering, and outdoor dining for the public, and open space on the podium level for residents.

Economic Development Chapter

Goal 7A: A vibrant economically revitalized City.

The project proposes the demolition of 39,939 square feet of low-rise commercial uses and surface parking for the construction of 203,204 square-foot mixed-use development that contains 200 residential units, including 20 very low income units, approximately 30,000 square feet of ground floor commercial retail uses, including up to 10,000 square feet of restaurant uses, thereby providing uses that will attract economic activity in the area.

Goal 7B: A City with land appropriately and sufficiently designated to sustain a robust commercial and industrial base.

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

Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.

Policy 7.2.5: Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.

The project will further the above goals, objective and policies through the introduction of two mixed-use buildings that contain a total of 200 residential units, including 20 very low income units, approximately 30,000 square feet of ground floor commercial retail uses, including up to 10,000 square feet of restaurant uses. The projects convenient location to bus stops will allow residents and visitors easy access to the goods and services provided by the project. The commercial component of the project will provide long-term jobs in the area. The mixed-use project will promote job creation and economic growth, strengthen the commercial sector, and contribute to a better balance of land uses that meets the needs of residents while redeveloping a site.

Goal 7D: A City able to attract and maintain new land uses and businesses.

The project will further the above goal through the introduction of two mixed-use buildings that contains 200 residential units, including 20 Very Low Income units, approximately 30,000 square feet of ground floor commercial retail uses, including up to 10,000 square feet of restaurant uses.

Goal 7G: A range of housing opportunities in the City.

The project will provide a range of housing opportunities in the form of 200 residential units, including 20 very low income affordable units, within studio, one- and two-bedroom configurations.

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

Housing Element Objective 1.1 – Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

The Project will further the City's goal of achieving adequate housing supply for the city and providing affordable housing. The Project proposes 200 apartment units, including 20 affordable units, that are mostly comprised of studio and one-bedroom units that will ensure a more affordable housing product type (as compared to larger more expensive units).

Hollywood Community Plan
The Project Site is located within the Hollywood Community Plan, adopted by the City Council on December 13, 1988. The Plan designates the majority of the subject property on both the East and West Site as Neighborhood Commercial having corresponding zones of C1, C2, C4, P, RAS3, and RAS4 Zones which allow the project's residential and commercial uses. The southernmost triangular lot of the East Site has a General Plan land use designation of Medium Residential which corresponds to the R3 Zone, which permits residential uses. The Project Site is currently zoned C4-1D; however, that portion designated for Medium Residential land uses has been considered as being subject to the R3 zone's development standards. Although the existing "D" Development Limitation restricts the maximum floor area ratio (FAR) to 1:1, the Project includes a request for approval of a waiver of development standards pursuant to State and City density bonus law to permit an FAR increase of up to 3:1 by providing on-site affordable housing. As set forth below, the Project is consistent with the Community Plan.

The Hollywood Community Plan text includes the following relevant land use objectives, policies and programs:

Objective 1: To coordinate the development of Hollywood with other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment…"

The Project is coordinated with the development of Hollywood and other parts of the City of Los Angeles, by further developing Hollywood as a major center of population, employment, and retail services. The Project reflects orderly development of the urban area, with housing to accommodate residents and employees, proximate to transit and retail services. The Project will provide construction, retail and commercial jobs, as well as additional housing for residents.

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

The Project will provide housing required to satisfy the needs and desires of varying economic segments of the community by providing much-needed housing in the City of Los Angeles. The Project includes 200 apartment units in a variety of unit types and would reserve 20 units for Very Low Income households to help respond to the need for housing in the Hollywood Community Plan area. As Hollywood is highly urbanized and is experiencing ongoing revitalization, building market rate and affordable housing not only will

help maintain housing costs but also attract various households that will help make Hollywood a vibrant community. In addition, the Project would not displace any existing residents or residential communities, as the Project Site is currently developed with older commercial uses.

Objective 4: To promote economic well-being and public convenience through:

a. Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.

The Project will effectively and adequately allocate and distribute commercial lands for retail and restaurant uses on the ground floor and will provide residential uses above. With its mix of uses, the Project provides the retail/commercial uses anticipated in the Community Plan while also providing much needed housing in this neighborhood district, located on the major commercial corridor of Sunset Boulevard.

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

Height and Bulk

The Project's density and massing is appropriately scaled and compatible with surrounding multi-family and commercial uses. The West Site includes frontage along Sunset Boulevard, Curson Avenue, and Sierra Bonita Avenue and includes 127 residential units with 5,000 square feet of restaurant, and 11,000 square feet of retail uses located along the entire Sunset Boulevard frontage with portions of these commercial uses wrapping around on Curson and Sierra Bonita. The building has been designed to "step-down" to three stories along the Sunset Boulevard frontage from the five stories at the rear of the Project Site, which reaches 66 feet nine inches at its highest point. The East Site includes frontage along Sunset Boulevard and Sierra Bonita Avenue and includes 73 residential units with 5,000 square feet of restaurant and 9,000 square feet of retail uses along the entire Sunset frontage and the majority of the Sierra Bonita frontage. As with the West Site, the building is designed to "step-down" to three stories fronting Sunset Boulevard from the five stories at the rear, reaching 63 feet, six inches at its highest point. In addition, the southernmost portion of the building will be limited to three stories and 45 feet in height. The ground floor commercial uses on both sites will activate this portion of Sunset Boulevard, Curson Avenue, and Sierra Bonita Avenue, while the massing relief along Sunset Boulevard provides a more low-rise, human scale design that is compatible in scale to the existing commercial uses located along this stretch of Sunset Boulevard. Each building contains ground floor commercial with four levels of residential units above. The proposed five-story height of the buildings is also compatible with the swath of multi-family residential buildings that are located to the south of both sites and range from three to six stories in height.

The project would not be out of character with the surrounding area, which is a highly-urbanized neighborhood that is characterized by a varied mix of land uses at various scales of development, including low- and medium-density buildings comprised of residential, commercial, office, and institutional uses, including the five-story multi-family residential buildings bordering the Project Site to the south and the one- and two-story commercial buildings north of the Project Site along Sunset Boulevard.

The proposed buildings are designed to be complementary to each other and to open the project to the surrounding environment through the uses of the plazas, open podium courtyards, terraces

and ground floor commercial uses. The façades employ several architectural treatments to define the commercial spaces and individual residential units and to create articulation and interest. Recesses are provided in the building facades which visually break up the mass of the building into smaller, more intimate forms. In the East Building, the lower three stories are clad primarily in a masonry veneer and include a regular grid of recesses with full-story storefront windows and varied mullion patterns. The upper floors include a smooth plaster finish to provide a complementary appearance. The West Building employs a similar architectural form but with different materials. Stone veneer is proposed at the ground level and in vertical masses to visually read as a series of smaller buildings. In between the vertical stone tile, full height metal windows with slender mullions and metal clad structure form a glass grid set with vertical bands of vegetated green walls. Custom filigreed railing and awnings match the windows and are consistent with many historic Hollywood apartment buildings. Viewed together, the buildings create a unique but unified development. Variations in color, rhythm, opacity, and reflectivity on the façades ensure that the building is varied and enjoyable to residents, visitors, and neighbors.

Parking

The main vehicular access to the commercial components of each of the buildings would be provided from driveways along Sierra Bonita Avenue. Residents would access the West Site from a driveway on Curson Avenue and the East Site from a driveway along Sierra Bonita Avenue. These access points would provide two-way ingress and egress for vehicles. To prevent potential traffic conflicts as well as neighborhood intrusion, exiting traffic from the East Site would be prohibited from turning left onto Sierra Bonita Avenue, turning right onto Sierra Bonita Avenue from the West Site, and turning left onto Curson Avenue from the West Site.

Commercial Parking

The Project provides automobile parking in compliance with Los Angeles Municipal Code requirements and will mostly be provided on the East Site. 94 commercial parking spaces are required for the West Site (i.e., 50 restaurant spaces and 44 retail spaces), and 86 commercial parking spaces are required for the East Site (i.e., 50 restaurant spaces and 36 retail spaces), for a total commercial parking requirement of 180 spaces. The Project will provide 206 commercial parking spaces – four of these spaces will be located in the East Site's parking garage, and the remainder of these spaces will be provided in the West Site's parking garage. Commercial parking spaces may be provided off-site, within 750 feet from the use which they are intended to serve. (LAMC Section 12.21A.4(g)). The West Site parking garage is within 750 feet from the East Site's commercial uses.

Residential Parking

The Project requires 241 dedicated residential parking spaces consistent with Density Bonus parking standards (i.e., 1 space per studio and one-bedroom units, 2-spaces for two- and three-bedroom units). (LAMC Section 12.22A.25(d)). The Project will provide a total of 246 residential parking spaces – 110 residential spaces will be located in the West Site's three-level subterranean parking garage, and 136 residential spaces will be located in the East Site's three-level subterranean parking garage, pursuant to the Applicant's request for an off-menu waiver of development standards to allow the averaging of parking (as well as FAR, density, open space, and vehicular access) across two non-contiguous sites.

A summary of the total required and provided Project parking is provided below:

Parking Required	Commercial: 180 spaces Residential: 241 spaces Total: 421 spaces
Parking Provided	Commercial: 206 spaces Residential: 246 spaces Total: 452 spaces

Setbacks

The West Site has two front yards along Curson Avenue and Sierra Bonita Avenue, a side yard along Sunset Boulevard, and an interior side yard along the site's southern boundary. The East Site has a front yard along Sunset Boulevard, a side yard along Sierra Bonita Avenue, and an interior side yard along the site's southeastern boundary.

As a mixed-use project proposed in the C-4 zone, the Project is not required to provide front yard setbacks, and is not required to provide side yard setbacks, provided that the side yard abuts a public street or alley (LAMC Sections 12.16C and 12.22A.18(c)(3)). Accordingly, no front or side yard setbacks are required along Sunset, Curson, or Sierra Bonita for either the East Site or West Site. The zero side yard setback along Sunset Boulevard is compatible with the predominant development pattern in the area. An 8-foot required interior, side yard setback will be provided along the southern boundary of the West Site, and along the southeastern boundary of the East Site. This setback will be provided at the first level of residential use (i.e., the second level of each building). Therefore, the proposed setbacks for the project are consistent with the requirements of the LAMC.

Lighting

Lighting would include low-level exterior lights adjacent to buildings and along pathways for security and way-finding purposes. In addition, low-level lighting to accent architectural features and landscaping elements would also be incorporated throughout the site. Proposed lighting would be designed to provide for efficient, effective, and aesthetically pleasing lighting solutions, which would minimize light trespass from the proposed buildings and overall project Site, reduce sky-glow to increase night sky access, and improve nighttime visibility through glare reduction. Specifically, all onsite exterior lighting would be automatically controlled via photo sensor to illuminate only when required and would be shielded or directed toward areas to be illuminated and thereby limit spill-over onto nearby residential areas. In addition, all interior lighting would be equipped with occupancy sensors that would automatically turn off lights when not in use.

On-Site Landscaping

Open space and landscaping opportunities are utilized on the site in open areas not used for circulation, building, driveways or parking. On the ground floor, landscaping includes street trees along Sunset Boulevard, as well as Sierra Bonita, Curson and Vista Streets. In addition there will be landscaping in the form of raised planters along the sidewalks. Proposed open space for the West Site includes 6,464 square feet of courtyard areas with seating and landscaping, 1,754 square feet of roof deck areas, and 3,200 square feet of private balcony open space. Proposed

open space for the East Site includes a 911 square-foot fitness center, a 725 square-foot community room, two courtyards measuring 3,293 square feet, roof decks that total 3,452 square feet, and 850 square feet of private balcony open space.

Trash Collection and Loading Areas

Both sites are also designed to minimize the visual impact of trash receptacles and loading areas. Electrical rooms, storage rooms, trash enclosures, and loading spaces are located within the project and are not visible from surrounding pubic streets and public view. Rooftop equipment will be set back from the roof parapet edge and appropriately screened from public view.

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

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

The Project incorporates recreational and service amenities to improve habitability and wellness opportunities for its residents and minimize impacts on neighboring properties. Proposed open space for the West Site includes 6,464 square feet of courtyard areas with seating and landscaping, 1,754 square feet of roof deck areas, and 3,200 square feet of private balcony open space. Proposed open space for the East Site includes a 911 square-foot fitness center, a 725 square-foot community room, two courtyards measuring 3,293 square feet, roof decks that total 3,452 square feet, and 850 square feet of private balcony open space.

As proposed, the project will be providing ample open space, both programmed and unprogrammed, taking into consideration the varying recreational needs of the future residents. As such, the project has provided recreational and service amenities to improve the habitability for its residents and minimize impacts on neighboring properties.

CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") FINDINGS

SECTION I. INTRODUCTION

The Environmental Impact Report (EIR), consisting of the Draft EIR and the Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the proposed development project at 7500 Sunset Boulevard, consisting of two mixed-use buildings including 200 residential multi-family units and 30,000 square feet of ground-floor neighborhood-serving commercial (including up 10,000 square feet of restaurant) uses, and 452 vehicle parking spaces located within three levels of

subterranean parking as well as at-grade parking areas (Project) on an approximately 1.64-acre site comprised of two non-contiguous parcels (West Site and East Site, collectively referenced as the Project Site). The West Site is associated with the addresses of 7550-7580 W. Sunset Boulevard, 1442-1462 N. Curson Avenue, and 1451 N. Sierra Bonita Avenue, and the East Site is associated with the addresses of 7500-7528 W. Sunset Boulevard and 1444-1456 N. Sierra Bonita Avenue.

SECTION II. ENVIRONMENTAL DOCUMENTATION BACKGROUND

The Project was reviewed by the Los Angeles Department of City Planning, Environmental Analysis Section (serving as Lead Agency) in accordance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code Sections 21000-21189.57). The City prepared an Initial Study in accordance with Section 15063(a) of the State CEQA Guidelines (Guidelines) (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387). Pursuant to the provisions of Section 15082 of the Guidelines, the City then circulated a Notice of Preparation (NOP) to State, regional and local agencies, and members of the public for a 30-day period commencing on November 5, 2014. The purpose of the NOP was to formally inform the public that the City was preparing a Draft EIR for the Project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. In addition, a public scoping meeting was held on November 19, 2014 to further solicit public input regarding the Draft EIR.

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

The Draft EIR evaluated in detail the potential effects of the Project. It also analyzed the effects of a reasonable range of four alternatives to the project, including a “No Project” alternative. The Draft EIR for the project (State Clearinghouse No. 2014111007), which is hereby incorporated by reference in full, was prepared pursuant to CEQA and State, Agency, and City CEQA Guidelines. The Draft EIR was circulated for a 45-day public comment period beginning on June 16, 2016 and ending on August 1, 2016. Copies of the written comments received are provided in the Final EIR. Pursuant to Section 15088 of the Guidelines, the City, as Lead Agency, reviewed all comments received during the review period for the Draft EIR and prepared responses to each comment to be included in Section III of the Final EIR.

The City published a Final EIR for the Project, which is hereby incorporated by reference in full, on April 19, 2018. The Final EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding objectives and components of the Project. The Final EIR addresses the environmental effects associated with implementation of the Project, identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts, and includes written responses to all comments received on the Draft EIR during the public review period. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the Final EIR pursuant to Guidelines Section 15088(b). In addition, all individuals that commented on the Draft EIR also received a copy of the Final EIR. The Final EIR was also made available for review on the City’s website. Hard copies of the Final EIR were also made available at four libraries and at the Department of City Planning’s offices. Notices regarding availability of the Final EIR were sent to those within a 500-foot radius of the Project Site, as well as individuals who commented on the Draft EIR, attended the NOP scoping meeting, provided comments during the NOP comment period, or requested notice.

A duly noticed public hearing for the Project was held by the and the Advisory Agency and Hearing Officer on behalf of the City Planning Commission on June 27, 2018. The City Planning Commission wil consider the Project at its meeting on **August 23**, **2018**.

The documents and other materials that constitute the record of proceedings on which the City's CEQA findings are based are located at the Department of City Planning, Environmental Review Section, 221 N. Figueroa, Suite 1350, Los Angeles, CA 90012. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2).

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

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

A. The first possible finding is that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (Guidelines Section 15091(a)(1));
B. The second possible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (Guidelines Section 15091(a)(2)); and
C. The third possible finding is that "[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or Project alternatives identified in the final EIR." (Guidelines, Section 15091(a)(3)).

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

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

SECTION IV. DESCRIPTION OF THE PROJECT

As described in Section I, Executive Summary, of the Final EIR, the Project as originally proposed and analyzed in the Draft EIR (which included 236 dwelling units) was refined in response to comments on the Draft EIR and input from the community, and a refined Project containing 213

units was described in the Final EIR. Following the completion of the Final EIR, in response to further input from the community, additional refinements were made to the Project, including a further reduction in density to 200 dwelling units. In addition to reductions in the Project's dwelling unit count, these refinements included an increase in vehicle parking spaces and open space. Additionally, the overall massing of the buildings was revised to maximize open space at the ground level, the height was modified and stepped back on the East Site in order to decrease the height from five to three levels for portions of the building, and setbacks were increased to enlarge the public sidewalk. Access to the East Site was refined to improve circulation, and a large outdoor patio space was created along Sunset Boulevard. Also, the West Site building was reconfigured to provide additional circulation and better residential access. Additional design refinements and landscaping enhancements were also made. The refined Project is described below.

The Applicant proposes to demolish the 39,939 square feet of low-rise commercial buildings and associated surface parking that exist at the Project Site and construct two mixed-use buildings, ranging in three to five stories in height, on the adjacent, non-contiguous West and East Sites. A total of 200 residential multi-family dwelling units are proposed, 20 of which would be set aside as affordable housing for Very Low Income residents. The proposed 200 residential units would include 48 studio units, 111 one-bedroom units, 37 two-bedroom units, and four three-bedroom units. The Project would feature 30,000 square feet of ground floor commercial uses, including up to 10,000 square feet of restaurant space. The building located on the West Site would include 123,824 square feet of floor area, and the building on the East Site would include 75,890 square feet of floor area, for a total Project floor area of 199,714 square feet. The Project's average floor area ratio (FAR) across the Project Site would be 2.86:1.

The ground floor levels of the buildings would include neighborhood-serving commercial uses, which would have floor-to-ceiling storefronts along Sunset Boulevard, Curson Avenue, and Sierra Bonita Avenue to promote walkability. The upper floors would be stepped back along Sunset Boulevard and provide rooftop open space. The buildings would be designed and constructed to incorporate environmentally sustainable design features equivalent to a minimum Silver LEED certification.

The Project would include 21,804 square feet of open space, exceeding the requirements of the Los Angeles Municipal Code (LAMC). Additionally, the Project would include 452 vehicle parking spaces, contained within three subterranean levels at both the East and West Sites, as well as enclosed at-grade parking areas at each site. The Project will also provide 251 bicycle parking spaces. It is expected that up to approximately 104,115 cubic yards of excavated soil would be exported from the Project Site.

In connection with the preparation of the Final EIR, a supplemental traffic analysis was prepared for the Project that reflected a reduction in dwelling unit count from the originally proposed program, analyzed an updated related projects list, and updated the Project's buildout year to 2021. This supplemental traffic analysis was reviewed and approved by the Los Angeles Department of Transportation (LADOT), and this analysis and LADOT's approval are included in Appendix FEIR-2 of the Final EIR. In addition, a supplemental noise analysis was prepared that reflected the refined Project's operational outdoor space noise levels, its operational off-site traffic noise levels (correlating to the supplemental traffic analysis), and its composite noise levels. This supplemental noise analysis is included in Appendix FEIR-3 of the Final EIR.

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

The City Planning Department prepared an Initial Study for the Project dated November 5, 2014. The Initial Study is located in Appendix A of the Draft EIR. The Initial Study found the following environmental impacts not to be significant or less than significant before mitigation:

II. Agricultural and Forest Resources

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

The Project Site is located in an urbanized area and is developed with commercial uses, surface parking, and circulation areas. No agricultural uses or operations occur on-site or in the Project Site area. 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. As such, neither the Project nor the related projects would not convert farmland to non-agricultural use and impacts related to farmland would be less than significant.

The Project Site is not zoned for agricultural use under the LAMC. Furthermore, no agricultural zoning is present in the surrounding area. The Project Site and surrounding area are not enrolled under a Williamson Act Contract. Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impacts would occur, and impacts related to Williamson Act Contracts would be less than significant.

The Project Site is located in an urbanized area and does not include any forest or timberland. Further, the Project Site and the surrounding area is not zoned for timberland or forest land. Therefore, the Project would not rezone forest land or timberland as defined by the Public Resources Code. Therefore, the impacts related to forest land would be less than significant.

The Project Site and surrounding area are not mapped as farmland, are not zoned for farmland or agricultural use, and do not contain any agricultural uses. As such, the Project and the related projects would not result in the conversion of farmland to non-agricultural use. Therefore, the impacts related to farmland and agricultural use would be less than significant.

III. Air Quality

e. Objectionable Odors

Construction activities may produce limited odors from diesel exhaust, asphalt exhaust, and coating and solvent usage. In accordance with State regulations, diesel-fueled vehicles will be prohibited from extensive idling on or near the Project Site. South Coast Air Quality Management District (SCAQMD) regulations relating to volatile organic compounds (VOC) contents in coating and solvents would limit the usage of said materials. As a result of following these standards, construction actives and materials would result in less than significant impacts with regards to odors.

Once constructed, Project would not include any uses associated with odors such as agriculture, wastewater treatment, food processing, chemical manufacturing, or landfills. Garbage collection areas would be contained with the subterranean parking garage. As such, operational odors created by the Project would be less than significant.

IV. Biological Resources

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

The Project Site, as well as the surrounding area, is located in an urbanized area and is developed with low-rise commercial uses and surface parking areas. Due to the developed nature of the Project Site and surrounding area, species likely to occur on-site are limited to small terrestrial and avian species typically found in developed settings. Thus, the Project would not have a substantial adverse effect at the project level or cumulatively, 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 and impacts would be less than significant.

No riparian or other sensitive natural community exists on the Project Site or in the surrounding area. Thus, the Project, at the project level or cumulatively, would not have a substantial adverse effect on any riparian habitat or other sensitive natural community.

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 vicinity. As such, the Project would not have an adverse effect on federally protected wetlands at either the project level or cumulatively. Therefore, impacts related to wetlands would be less than significant.

The Project Site includes one fig tree with an 18-inch trunk diameter, which may be removed with implementation of the Project. Adjacent to the property line, 10 trees are located along Sunset Boulevard, which would be protected in place. Although unlikely, these trees could potentially provide nesting sites for migratory birds. The Project and the related projects would 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 this existing regulatory requirement, impacts both at the project level and cumulatively, would be less than significant.

The on- and off-site trees are comprised of Palm trees, Magnolia trees, Fig trees, and Eucalyptus trees. Thus, none of the on-site or adjacent off-site trees are California native oak trees, California black walnut trees, Western sycamore trees, or California Bay trees that are protected trees as set forth under the LAMC. Thus, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Related projects would be required to conform to the same LAMC requirements. Therefore, no impacts at either the Project level or cumulatively would occur to protected trees and impacts would be less than significant.

The Project Site and surrounding area 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, both at the project level and cumulatively, would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans and impacts would be less than significant.

V. Cultural Resources

b. Archeological Resources
d. Human Remains

There are no identified archaeological sites or isolates within the Project Site or within 0.5 miles of the Project Site. If an archaeological resource were to be discovered during construction of the Project, then work in the area would cease, and deposits would be treated in accordance with federal and state regulatory requirements. If human remains were discovered during construction of the Project, work in the immediate vicinity would be halted, the County Coroner, construction manager, and other entities would be notified, and disposition of the human remains, and any associated grave goods would occur per state regulations. With compliance with applicable regulatory requirements, any potential impacts related to archaeological resources and/or human remains would be less than significant.

VI. Geology and Soils

a.iv. Landslides
b. Soil Erosion
e. Septic Tanks

The Project Site is characterized by relatively flat topography with minimally sloping terrain. In addition, the Project Site is not located in a landslide area as mapped by the City of Los Angeles, or within an area identified as having a potential for slope instability. Furthermore, the Project does not propose substantial alteration to the existing topography. Therefore, no Project impacts relating to landslides would occur.

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 necessary permits, plans, plan checks, and inspections to ensure that the Project would reduce the sedimentation and erosion effects. In addition, the Project would be required to have an erosion control plan approved by LADBS, as well as a Storm Water Pollution Prevention Plan (SWPPP). As part of the SWPPP, Best Management Practices (BMPs) 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 BMPs, no Project impacts relating to topsoil erosion would occur.

The Project Site is located within a community served by existing sewage infrastructure. The Project's wastewater demand would be accommodated via connections to the existing wastewater infrastructure. As such, no Project impacts relating to the ability of soils to support septic tanks or alternative wastewater disposal systems erosion would occur.

VIII. Hazards and Hazardous Materials

a. Transportation, Use, or Disposal of Hazardous Materials
c. Hazardous Emissions or Materials Near a School
d. Hazardous Materials Site
e. Airport Land Use Plans
f. Private Airstrips
g. Emergency Plans
h. Wildland Fires

The types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used for residential, retail, and restaurant uses. Specifically, operation of the retail and restaurant 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 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. All potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. The related projects would also be required to comply with these regulations. Therefore, impacts at the project level and cumulatively would be less than significant.

Gardner Elementary School is approximately located 350 feet north of the Project Site. Construction of the Project would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. Additionally, Project operation would involve the limited use of hazardous materials typically used in the maintenance of office and retail uses. However, all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' specifications and in compliance with applicable federal, State, and local regulations. As such, the use of such materials would not create a significant hazard to nearby schools. Therefore, impacts would be less than significant.

None of the addresses associated with the Project Site were listed in federal, State, or tribal environmental databases or local environmental records. Therefore, the Project would not create a significant hazard to the public or environment and no significant impacts would occur.

The Project Site is not located within 2 miles of an airport, within an airport planning area, or a private airstrip. Therefore, the Project would not cause significant impacts to occur regarding airports or airstrips.

The Project Site is not located along a designated disaster route. The nearest disaster routes are Santa Monica Boulevard approximately 0.6 mile to the south and Laurel Canyon Boulevard approximately 0.7 mile to the west. While it is expected that the majority of construction activities for the Project would be confined to the Project Site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures. However, if lane closures are necessary, both directions of travel would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access. In addition, the Project would generate traffic in the Project vicinity. Based on the proximity of the Project Site to the designated disaster routes, traffic impacts with respect to identified emergency evacuation routes are anticipated to be less than significant. Therefore, since the Project would not cause an impediment along the City's designated disaster routes or impair the implementation of the City's emergency response plan, the Project would have a less than significant impacts.

The Project Site is located within Fire District 1, which is an area of the City wherein additional developmental regulations are required to be implemented to address fire hazards. However, there are no wildlands located adjacent to the Project Site. In addition, the related projects are located in an urbanized area and would be developed with new structures that would comply with LAFD requirements. Therefore, the Project would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires and impacts would be less than significant.

IX. Hydrology and Water Quality

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

During Project construction, particularly during the grading and excavation phases, 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, on-site 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. Thus, Project-related construction activities could have the potential to result in adverse effects on water quality. However, as Project construction would disturb more than one acre of soil, the Project would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit (Order No. 99-08-DWQ) pursuant to NPDES requirements. In accordance with the requirements of the permit, a Stormwater Pollution Prevention Plan (SWPPP) would be developed and implemented during project construction. The SWPPP would outline Best Management Practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in storm water runoff. The SWPPP would be carried out in compliance with State Water Resources Control Board (SWRCB) requirements and would also be subject to review by the City for compliance with the City of Los Angeles' Best Management Practices Handbook, Part A Construction Activities. Additionally, Project construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), such as the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. Prior to the issuance of a grading permit, the Applicant would be required to provide the City with evidence that a Notice of Intent has been filed with the SWRCB to comply with the General Construction Permit. With compliance with these existing regulatory requirements, impacts to water quality during construction would be less than significant.

During operation, the Project would introduce sources of potential stormwater pollution that are typical of residential and commercial developments (e.g., cleaning solvents, pesticides for landscaping, and petroleum products associated with parking and circulation areas). 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 (SUSMP) 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 (LID) Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. To this end, BMPs would be implemented to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system.

Based on the geotechnical report prepared for the Project, the existing site soils are a mixture of sand, silt, and clay. Further, based on the civil engineering technical report, due to the presence of clay and the large footprint of the building, the likely treatment option would be biofiltration. The treatment methods are expected to include the use of filtration planter boxes using varying layers of mulch, soil, and gravel to filter runoff before discharging to the public system. Based on

preliminary calculations the Project would require approximately 3,020 square feet of planter boxes. With implementation of the required BMPs, impacts to water quality during operation would be less than significant. According to the California Geological survey (1998), the historic high groundwater level beneath the site was greater than 100 feet below the existing ground surface. Grading would consist of excavation of up to approximately a maximum of 35 feet below the existing ground surface. Therefore, it is not anticipated that Project construction would require dewatering or other withdrawals of groundwater and would not deplete groundwater supplies or interfere with groundwater recharge.

Operation of the Project would not interfere with groundwater recharge. The Project Site is located in an urbanized area and is developed with low-rise commercial uses and surface parking areas with minimal landscaping. Approximately 99.6 percent of the Project Site consists of impervious surface area; therefore, the degree to which surface water infiltration and groundwater recharge occurs on-site is negligible. The Project would introduce new landscaping to the Project Site which would decrease the amount of impervious surface area on-site from 99.6 percent to approximately 95 percent. As such, construction and operation of the Project would not substantially affect groundwater levels beneath the Project Site, including depleting groundwater supplies or resulting in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Therefore, impacts on groundwater supply and quality would be less than significant.

The Project Site consists of low-rise commercial and surface parking areas with minimal landscaping. Impervious surface area covers approximately 99.6 percent of the Project Site. The Project Site is not crossed by any water courses or rivers. Existing storm water runoff from the Project Site is conveyed by sheet flow to the gutter of either Curson Avenue or Sierra Bonita Avenue. The existing Project Site is general flat with a two to three percent slope, draining mainly from north to south across the existing surface parking lots. Storm water runoff from the Project Site would be conveyed by new onsite storm drain pipes and curb drains and/or connect to City catch basin on Sunset Boulevard, Curson Avenue, or Sierra Bonita Avenue. The drainage design for the Site would include Los Angeles City approved filtration planter boxes throughout the Project Site to capture runoff from the proposed building roofs and other impervious areas.
The Los Angeles County Department of Public Works (LACDPW) Hydrology Manuel requires that a storm drain conveyance system be designed for a 25-year storm event and that the combined capacity of a storm drain, and street flow system accommodate flow from a 50-year storm event. The existing Project Site has a 50-year storm flow of approximately 5.28 cubic feet per second (cfs). The Project would increase the amount of landscaped surfaces on the Project Site, which would decrease the percentage of impervious surface area on the Project Site from 99.6 percent to 95 percent. Thus, stormwater flows from the Project Site would not increase with implementation of the Project. Additionally, during operation, the Project would implement BMPs to ensure compliance with SUSMP and LID requirements, as discussed above. Thus, the Project would not alter the existing drainage pattern of the site or surrounding area such that substantial erosion, siltation, or on- or off-site flooding would occur, and impacts would be less than significant.

The Project Site is not located within a 100-year flood plain as mapped by the Federal Emergency Management Agency (FEMA) or by the City of Los Angeles. According to FEMA, the Project Site is located within Zone X, which is an area determined to be outside the 0.2 percent annual chance floodplain and where the potential for flooding is minimal. In addition, the Safety Element of the City of Los Angeles General Plan does not map the Project Site as being located within a flood control basin or within a potential inundation area. Thus, the Project would not place housing or structures within a 100-year flood plain and impacts would be less than significant.

The Project Site is approximately 10 miles east of the Pacific Ocean. The Safety Element of the City of Los Angeles General Plan does not map the Project Site as being located within an area

potentially affected by a tsunami. The Project Site is not positioned downslope from an area of potential mudflow. Therefore, no seiche, tsunami, or mudflow events are expected to affect the Project Site and impacts would be less than significant.

X. Land Use and Planning

a. Physically Divide Community
c. Habitat of Natural Community Conservation Plan

The Project Site is located in a highly urbanized area on a stretch of Sunset Boulevard generally comprised of retail, restaurant, and office uses. Multi-family housing zoned R3-1 is located directly south of the Project Site. Single-family homes zoned R1 are located within 260 feet of the Project Site. Gardner Elementary School is approximately 350 feet north of the Project Site. In addition, publicly-owned property, including Fire Station No. 41 and a strip of land currently used by LADOT for surface parking, is located south of the Project Site. Generally, dense residential and commercial development is focused along the major arterial of Sunset Boulevard, while lower density mixed-use areas interspersed with residential uses are located along the adjacent collector streets. The Project would develop a new mixed-use project with 200 residential dwelling units above 30,000 total square feet of ground floor commercial uses. The proposed uses are consistent with other land uses in the surrounding area and compatible with the community. All proposed development would occur within the boundaries of the Project Site as it currently exists. Therefore, impacts related to physically dividing, disrupting, or isolating an established community would be less than significant.

The Project Site is located in an urbanized area of the City of Los Angeles and is developed with low-rise commercial uses and surface parking areas. As such, 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. Therefore, impacts related to conflicts with the provisions of an adopted habitat conservation plan or natural community conservation plan would be less than significant.

XI. Mineral Resources

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

No mineral extraction operations or mineral recovery currently occur on the Project Site. 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 on-site 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, impacts to mineral resource recovery would be less than significant.

XII. Noise

e. Airport Land Use Plans
f. Private Airstrip

The Project Site is not located within 2 miles of an airport, within an area subject to an airport land use plan, or within the vicinity of a private airstrip. Therefore, noise impacts related to proximity to an airport, airport plan, or private airstrip would be less than significant.

XIII. Population and Housing

a. Induce Population Growth
b. Displacement of Existing Housing
c. Displacement of Existing Residents

As described in the Initial Study, the originally proposed Project would result in approximately 507 new residents, 236 new households, and 81 new employees, which would represent approximately 0.8 percent, 0.6 percent, and 0.18 percent of the respective population, household, and employment growth projections prepared by the Southern California Association of Governments (SCAG) for the time period between 2014 and the Project's buildout year. Therefore, the Project would be well within SCAG's growth projections for the City of Los Angeles Subregion. Furthermore, the refined Project now includes only 200 units, representing an even smaller proportion of SCAG's overall projected growth for the Subregion. Therefore, growth inducing impacts would be less than significant.

As no housing exists or people live on the Project Site, the Project would not displace any existing housing or people. Therefore, impacts related to the displacement of housing or people would be less than significant.

XVI. Traffic, Access, and Parking

c. Air Traffic Patterns
d. Hazardous Design Feature

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 mid-rise structure proposed by the Project would not increase or change air traffic patterns or increase levels of risk with respect to air traffic. Therefore, impacts to air traffic patterns would be less than significant.

The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. In addition, the Project would not result in incompatible uses as the proposed uses are consistent with the type of uses in the Project vicinity. Thus, impacts related increasing hazards to a design feature or incompatible use would be less than significant.

XVII. Utilities

a. Wastewater Treatment Requirements
b. Water Treatment Facilities
c. Stormwater Drainage Facilities
e. Wastewater Treatment Capacity
f. Landfill Capacity
g. Compliance with Solid Waste Federal, State, and Local Statues
h. Other Utilities and Service Systems

Wastewater collection and treatment services within the Project vicinity are provided by the City of Los Angeles Department of Public Works (LADPW). Wastewater generated during operation of the Project would be collected and discharged into the existing sewer main in Sunset Boulevard and conveyed to the Hyperion Treatment Plant (HTP) located in El Segundo. The HTP is a part of the Hyperion Treatment System, which also includes the Tillman Water Reclamation Plant (TWRP) and the Los Angeles-Glendale Water Reclamation Plant (LAGWRP). The treatment capacity of the entire Hyperion Treatment System is approximately 550 million gallons per day (mgd) (consisting of 450 mgd at HTP, 80 mgd at TWRP, and 20 mgd at LAGWRP). The HTP is designed to treat 450 mgd, with annual increases in wastewater flows limited to 5 mgd by City

Ordinance No. 166,060. The HTP currently processes an average of 362 mgd, and therefore has an available capacity of approximately 88 mgd. 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 (RWQCB)'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 commercial and residential 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 would not exceed the wastewater treatment requirements of the RWQCB. Therefore, impacts related to wastewater treatment requirements would be less than significant.

Water and wastewater systems consist of two components, the source of the water supply or place of sewage treatment, and the conveyance systems (i.e., distribution lines and mains) that link the location of these facilities to an individual development site. Construction of the Project would result in an increased water demand and wastewater generation from the Project Site. With regard to water, the location, condition, and capacity of water conveyance lines will be evaluated in an EIR to determine whether adequate capacity is available to accommodate the required fire flows and domestic water demand generated by the Project.

Wastewater generated by the Project would be conveyed via the existing wastewater conveyance systems for treatment at the HTP, which as noted above, has a capacity of 450 mgd. Based on sewage generation factors established by the City of Los Angeles Department of Public Works, Bureau of Engineering, the Project, as originally described in the Initial Study (and containing 236 dwelling units), would generate approximately 27,965 gallons per day or approximately 0.028 mgd upon completion. This estimate is conservative as it does not account for the net effect of existing wastewater generated by the existing commercial uses at the Project Site that would be removed. The Project's average daily wastewater flow of 0.028 mgd would represent approximately 0.032 percent of the current 88 mgd available capacity of the HTP. Therefore, the Project-generated wastewater would be accommodated by the existing capacity of the HTP and a less than significant impact would occur. Additionally, as compared to the analysis in the Initial Study, the Project now includes only 200 residential units, and will produce less wastewater, thereby resulting in even less significant impacts to wastewater treatment capacity.

Sewer service for the Project would be utilizing an existing 10-inch public sewer main that runs east to west on Sunset Boulevard. The sewage from the existing 10-inch line on Sunset Boulevard feeds into an 18-inch line on Orange Drive, before discharging into a 30-inch sewer line on Melrose Avenue. Per data received from the Bureau of Engineering, proposed sewer flows for the Project Site have been approved for connection to the existing City sewer system.

The Project would not exceed the available capacity within the wastewater distribution infrastructure that would serve the Project Site and impacts with respect to wastewater infrastructure would be less than significant.

Stormwater flows from the Project Site would not increase with implementation of the Project, and would be the same in 25-year storm event with a storm flow of approximately 5.28 cubic feet per second (cfs). Additionally, the Project would provide appropriate on-site drainage improvements to better control runoff. Therefore, the Project would not require the construction of new stormwater drainage facilities or expansion of existing facilities and impacts would be less than significant.

Solid waste generated by the Project would be transported by a private contractor and disposed at a major Class Ill (municipal) landfill located in Los Angeles County. Los Angeles County

continually evaluates landfill disposal needs and capacity through preparation of the Los Angeles County Countywide Integrated Waste Management Plan (CoiWMP) Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity. Based on the 2012 CoiWMP Annual Report, the County anticipates that future disposal needs can be adequately met through 2027, which is well past the Project's build-out year, via a multi-pronged approach that includes successfully permitting and developing proposed in-County landfill expansions, utilizing available or planned out-of-County disposal capacity, developing necessary infrastructure to facilitate exportation of waste to out-of-County landfills, and developing conversion and other alternative technologies.

The Project Site is currently developed with a low-rise commercial uses and surface parking areas. As such, the Project Site currently generates solid waste. The Project would remove the existing low-rise and surface parking areas and construct in their place 200 residential dwelling units and approximately 30,000 square feet of community-serving retail and restaurant uses. As part of the Project, 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. Debris not recycled could be accepted at the unclassified landfill within Los Angeles County. Since the unclassified landfill in the County does not generally have capacity issues, the inert landfill serving the Project Site would have sufficient capacity to accommodate Project construction solid waste disposal needs.

Based on the City's solid waste generation factors, the estimated solid waste generated by the Project (as originally described in the Initial Study) would represent approximately 0.02 percent of the daily solid waste disposed of by the City of Los Angeles. Furthermore, this amount of waste represents approximately 0.02 percent of the remaining daily disposal capacity of the County's Class Ill landfills. In accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), the Project would also provide a designated recycling area for Project residents to facilitate recycling, which would further reduce the Project's waste stream. Moreover, the refined Project now includes fewer dwelling units, and would generate less solid waste. Accordingly, the landfills that serve the Project Site would have adequate capacity to accept the solid waste that would be generated by construction and operation of the Project and impacts would be less than significant.

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 developments include a recycling area or room of specified size on the Project Site. The Project would also promote compliance with AB 939, AB 341, and City waste diversion goals by providing clearly marked, source sorted receptacles to facilitate recycling. Through compliance with federal, State, and local statutes and regulations Project impacts related to solid waste would be less than significant.

Electricity transmission to the Project Site is provided and maintained by LADWP through a network of utility poles and underground utility lines. LADWP has confirmed that the Project's electricity demand can be served by the facilities in the Project area. Moreover, the originally proposed Project's electricity demand would represent approximately 0.004 percent of LADWP's projected sales in the Project’s buildout year. As such, LADWP would have adequate supplies to serve the Project's electricity demand. Furthermore, the refined Project now proposes only 200 dwelling units, and will correspondingly demand less electricity. Thus, impacts with regard to electrical supply and infrastructure capacity would be less than significant.

Natural gas service is provided to the Project Site by the Southern California Gas Company (SoCalGas). SoCalGas has confirmed that the Project's natural gas demand can be served by the facilities in the Project area. Moreover, the originally proposed Project's natural gas demand

would represent approximately 0.0004 percent of SoCalGas's forecasted natural gas supply for the Project build-out year. Furthermore, the refined Project now proposes only 200 dwelling units, and will correspondingly demand less natural gas. Therefore, impacts with regard to natural gas supply and infrastructure capacity would be less than significant.

With respect to CEQA Guidelines, Appendix F: Energy Conservation, the Project would incorporate LEED® features achieving Silver certification under the 2009 USGBC's LEED-NC® Rating System. Design features that could be implemented would include, but not be limited to, light emitting diode (LED) and other efficient lighting technology; energy efficient heating, ventilation and cooling equipment; and Energy Star rated products and appliances. In addition, the Project would incorporate a variety of water conservation features that would also promote energy conservation. Furthermore, the Project would include a Transportation Demand Management Plan that would promote the use of alternative transportation to reduce automobile trips and and/or overall vehicle miles traveled generated by the Project. Overall, the Project would be designed and constructed in accordance with state and local green building standards that would serve to reduce the energy demand of the Project. In addition, the Project's energy demand would be within the existing and planned electricity and natural gas capacities of LADWP and SoCalGas, respectively. Therefore, development of the Project would not cause wasteful, inefficient, and unnecessary consumption of energy, would be consistent with the intent of Appendix F of the CEQA Guidelines, and associated significant impacts would be less than significant.

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

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

Note that certain sub-categories of these impact areas may be discussed in other Sections of these findings (e.g., impacts pertaining to Cultural Resources—Historic Resources have been found to be less than significant prior to mitigation, while impacts pertaining to Cultural Resources—Paleontological Resources have been found to be less than significant following mitigation, and are discussed in Section VII of these findings).

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

Enacted in 2013, Senate Bill (SB) 743 added Public Resources Code Section 21099, which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” As described in the Final EIR, per City of Los Angeles Zoning Information (ZI) File No. 2452, the Project Site is located in a “transit priority area” given its proximity to transit infrastructure. The Project is also a residential and mixed-use project. Accordingly, per SB 743, all potential Project aesthetic impacts, including those related to views, light/glare, shade shadow and/or visual character are less than significant as a matter of law. The aesthetic analysis provided in the EIR and summarized below is therefore provided for informational purposes only.

i. Aesthetics

a. Construction

While construction activities 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 of the area in and around the Project Site. As such, aesthetic impacts associated with the Project would be less than significant. However, to future reduce the Project's less-than-significant impacts aesthetic impacts during construction, and pursuant to Project Design Feature A-6, the Project would include the installation of temporary construction fencing along the periphery of the Project Site to screen construction activity. Additionally, pursuant to Project Design Feature A-7, construction fencing would be monitored for graffiti, which would be removed, as needed, from all temporary walkways and construction fencing throughout the Project construction period. Further, as required by Mitigation Measure G-1, a temporary and impermeable sound barrier would be installed along the perimeter of the Project Site, which would further reduce public views of on-site construction activities. Pursuant to SB 743 and ZI File No. 2452, aesthetic impacts "shall not be considered significant impacts on the environment." Therefore, no significant aesthetic impacts would occur during construction.

b. Operation

The Project would make a positive contribution to the aesthetic value of the Project Site and improve the visual character of the surrounding area by replacing the older existing commercial uses and a visually unappealing surface parking lot with two new buildings that would be generally compatible with and would complement existing and future development in the Project area.

The Project also would not be in substantial conflict with the surrounding visual environment in terms of building height, design, massing, and scale. The Project Site is located in an area of the Hollywood community that is characterized by low-rise to mid-rise buildings. Although the proposed buildings would be larger in scale and taller than the existing commercial buildings in the immediate vicinity along Sunset Boulevard, the proposed maximum height of five stories would be consistent with the building heights of many of the multi-family residential buildings located south of the Project Site, including along Curson Avenue, Sierra Bonita Avenue, and Gardner Street. In addition, the fourth and fifth levels of the proposed buildings would be stepped back to reduce massing and provide visual relief. The Project would also incorporate architectural design elements that would visually moderate the disparities in height so that the Project would not tower over or otherwise overwhelm adjacent buildings through the use of façade articulation created by floor-to-ceiling ground-level storefront glass, cutouts, rooftop landscaping, and variations in surface colors, textures, and materials. These design elements would serve to reduce the perceived height and massing of the proposed structures when viewed from any direction.

Development of the Project would remove unattractive visual elements that currently detract from the visual quality and character of the Project Site, including fencing, rooftop signs, and an existing billboard. Proposed signage for the Project would be visually compatible with the architecture of the proposed buildings, as well as other signage in the Project area, and would include monument or mounted Project identity signage, building and commercial tenant signage, and general ground-level and wayfinding pedestrian signage, as permitted per the Hollywood Community Plan and the Los Angeles Citywide Sign Ordinance.

The Project would improve the visual cohesiveness of the area by eliminating underutilized and/or vacant storefronts on the Project Site and creating active, pedestrian-friendly, retail and restaurant spaces that would serve the onsite residential community and revitalize the surrounding community. The Project would also enhance the pedestrian experience along Sunset Boulevard by providing floor-to-ceiling storefront windows on the ground-floor level that would connect indoor and outdoor spaces, and installing landscaped planters and outdoor pedestrian plazas. In addition, the Project would include the planting of additional shade trees along Sunset Boulevard, Curson Street, Sierra Bonita Avenue, and at the corner of Gardner Street.

As discussed in Section IV.A, Aesthetics, Views, Light/Glare, and Shading, of the Draft EIR, there are no visual resources located on or immediately adjacent to the Project Site. Implementation of the Project would not result in aesthetic impacts to valued visual resources. Therefore, the Project would not substantially alter, degrade, or eliminate the existing visual character of the Project area, including valued existing features or resources; or introduce elements that would substantially detract from the visual character of the Project area. Moreover, pursuant to SB 743 and ZI File No. 2452, aesthetic impacts "shall not be considered significant impacts on the environment." Therefore, no significant aesthetic impacts would occur during operation.

c. Cumulative Impacts

There are no related projects located sufficiently close to the Project Site to enter the same field of view as the Project. Therefore, it is not anticipated that future development, inclusive of the Project and nearby related projects, would substantially alter, degrade, or eliminate the existing visual character of the Project area, including valued existing features or resources, or introduce elements that substantially detract from the visual character of the area. Furthermore, similar to the Project, future developments would be subject to applicable LAMC requirements, such as height limits, density, and setback requirements, and many would be subject to review by the City to ensure consistency with adopted guidelines and standards that relate to aesthetics and visual quality. Therefore, cumulative impacts to aesthetics would not be cumulatively considerable, and cumulative impacts regarding aesthetics would be less than significant.

ii. Views

Visual resources identified within the vicinity of the Project Site include Los Angeles Historic-Cultural Monuments (the Hewitt Residence, the residence at 1243 Curson Avenue, the residence at 1143-1447 Martel Avenue, and the Bollman House), the Sierra Bonita Tract Historic District, the Hollywood Sign, and the Hollywood Hills. Public pedestrian-level views of the four identified Historic-Cultural Monuments and the Sierra Bonita Tract Historic District are generally only available from vantage points directly adjacent to these resources, and therefore, the Project is unlikely to obstruct existing views of these resources. Private views of these resources are likely only available from the upper levels of mid-rise buildings in the immediate surrounding area due to the height of these single-family residential buildings. Therefore, the Project would not impact public views of these visual resources.

As discussed in Section IV.A, Aesthetics, Views, Light/Glare, and Shading, of the Draft EIR, public pedestrian-level, long-range views of the Hollywood Sign are not available in the Project vicinity due to the flat terrain and the intervening development. Therefore, the Project would not obstruct public north and northeast facing views of the Hollywood Sign. The Project would block only intermittent pedestrian-level, long-range north-facing views of the Hollywood Hills from vantage points located directly south of Sunset Boulevard and the Project Site. However, views of the Hollywood Hill would remain when looking from both Curson Avenue and Gardner Street. 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. Furthermore, in the Project Site vicinity, views would continue to be available on an intermittent basis along roadway segments, particularly north-south roadways, including the Curson Avenue and Gardner Street corridor. Therefore, while the Project would obstruct some partial, limited and distant views of the Hollywood Hills (primarily views across the Project Site), impacts would occur only on an intermittent basis at single, fixed vantage points, rather than resulting in substantial blockages across long distances. Furthermore, a myriad of other views of the Hollywood Hills at various degrees would continue to be available throughout Hollywood. Therefore, even with the limited reduction in public intermittent views of the Hollywood Hills, the Project would not cause a substantial obstruction of existing views.

Moreover, pursuant to SB 743 and ZI File No. 2452, aesthetic impacts "shall not be considered significant impacts on the environment." Therefore, no significant impacts to views would occur during operation.

a. Cumulative Impacts

In general, related projects have the potential to block views from local streets and other public vantages throughout a project area. With respect to the Project, the views most likely to be affected on a cumulative basis are north-facing views of the Hollywood Hills and the Hollywood sign. However, as previously indicated, the Project would not affect views of the Hollywood Hills or Hollywood sign to a measurable extent. Additionally, since there are no related projects that enter the same field of view as the Project Site, and long-range views along north-south roadways such as Curson Avenue, Sierra Bonita Avenue, and Gardner Street would continue to be available, any potential cumulative impacts would be limited. Under existing conditions, such views would remain intermittent throughout the Project area, as many existing buildings currently obstruct views of these resources from surrounding vantage points. Similarly, views of other off-site visual resources, including architectural or historically significant structures, could be affected on a cumulative basis. However, views that include both the related projects and the Project would only occur at a distance where such changes are not discernible within the broad urban landscape. As such, cumulative view impacts would not be cumulatively considerable, and view impacts would be less than significant.

iii. Light and Glare

a. 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. Thus, light resulting from construction activities would not significantly impact off-site sensitive uses, substantially alter the character of off-site areas surrounding the construction area, adversely impact day or nighttime views around the Project Site, or substantially interfere with the performance of an off-site activity. Notwithstanding, the Project includes Project Design Feature A-8 to ensure 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 occur from reflective construction materials. However, any glare would be highlight transitory and short term. Additionally, the large flat elements required to create significant glare are not utilized during construction activities. Furthermore, construction would primarily occur during the daytime hours in accordance with the LAMC. In addition, the glare from vehicles that currently park on the Project Site would be similar or cause greater visual impacts than temporary construction glare, if any.

Based on the above, light and glare associated with Project construction would not substantially alter the character of off-site areas surrounding the Project Site or adversely impact day or nighttime views in the area. Pursuant to SB 743 and ZI File No. 2452, aesthetic impacts "shall not be considered significant impacts on the environment." Therefore, no significant impacts regarding light and glare would occur during construction.

b. Operation

The Project's lighting would be similar to that of existing commercial development near the Project Site and would not generate artificial light out of character with the surrounding area. Project light sources would include low-level exterior lights adjacent to the buildings and along pathways for security and way-finding purposes, low-level lighting to accent architectural features, Project

signage, and vehicular lights. All exterior lighting would be shielded and/or directed towards the interior of the Project Site, to avoid light spillover. As set forth in Project Design Feature A-4, all exterior lighting would be shielded and/or directed toward the interior of the Project Site, to avoid light spillover onto adjacent sensitive uses. The Project would also follow applicable LAMC lighting standards.

In accordance with Project Design Feature A-5, the existing billboard on-site would be removed and no off-premises billboard advertising is proposed as part of the Project. In general, new signage would be architecturally integrated into the design of the building and would establish appropriate identification for the proposed commercial uses. Low-level accent lighting to highlight the Project's signage would be incorporated. Exterior lighting to highlight the Project's signage would be shielded or directed toward the areas to be lit to avoid creating off-site glare. Based upon current LAMC commercial signage regulations, the new retail and restaurant uses would have less signage illumination that the existing commercial buildings.

Regarding glare, the Project would be designed in a contemporary architectural style and would feature a variety of materials, including: metal, glass, aluminum, and prefinished metal. In addition, Project Design Feature A-9 is included below to ensure that the exterior of the proposed structures include high-performance and/or low-reflective glass and pre-cast concrete or fabricated wall surfaces in order to minimize glare from reflected sunlight. Metal and prefinished building materials would be used as accent materials and would not cover expansive spaces. Therefore, these materials would not have the potential to produce a substantial degree of glare. In addition, the Project would eliminate the reflection potential from parked cars as all parking would be provided underground. While headlights from the driveways on Curson Avenue and Sierra Bonita 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.

According to the Lighting Study conducted for the Project, which is provided in Appendix B of the Draft EIR, ambient lighting levels may increase slightly due to the additional storefronts on the proposed buildings. However, the lighting levels at the sidewalk and street would remain in the 1.0 to 2.0 footcandle range. The recommended exterior lighting for the proposed lobbies and outdoor amenity spaces for each building would not increase the light level beyond 1.0 footcandles. Furthermore, flood lights on the existing buildings adjacent to Curson Avenue and Sierra Bonita Avenue would be removed, which would eliminate the bright glare that is caused by these flood lights. The results of the Lighting Study indicate that the lighting for the Project would have minimal light and glare impacts on the existing commercial and residential uses surrounding the Project Site.

Based on the above, lighting and glare associated with Project operation would not substantially alter the character of off-site areas surrounding the Project Site. Pursuant to SB 743 and ZI File No. 2452, aesthetic impacts "shall not be considered significant impacts on the environment." Therefore, no significant impacts regarding light and glare would occur during operation.

c. Cumulative Impacts

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. As previously described, the Project Site is located in an urbanized area within the Hollywood Community Plan. Lighting in the Project vicinity ranges from moderate ambient nighttime lighting levels resulting from the commercial uses along Sunset Boulevard to low and moderate ambient nighttime lighting levels resulting from the multi-family and single-family uses to the north and south of Sunset Boulevard and along the adjoining collector streets. There are no related projects located within sufficient proximity to the Project Site so as to combine with the Project and result in cumulative light and glare impacts. Cumulative lighting would not be

expected to interfere with the performance of off-site activities given the moderate ambient nighttime artificial light levels already present. Further, the Project's and related projects adherence to applicable City requirements regarding lighting, as discussed above, would control the Project's potential artificial light sources to a sufficient degree so as not to be considered cumulatively considerable. With regard to glare, it is anticipated that the Project and other future development projects would be subject to discretionary review to ensure that significant sources of glare are not introduced. Additionally, it is anticipated that as with the Project, related projects would include standard design features related to use of low-level lighting and shielding as well as use of non-reflective surfaces to minimize the potential for glare. Therefore, the Project's contribution to light and glare impacts would not be cumulatively considerable, and cumulative light and glare impacts from development of the Project and the related projects would be less than significant.

iv. Shading

Project shadows during the winter solstice would extend in a northerly direction and would move northwest to northeast and would not extend to the single-family dwellings, or the balconies of multi-family dwellings to the south and southwest of the Project Site. Therefore, the Project would not cast shadows on potentially shade-sensitive uses surrounding the Project Site for three or more hours during the winter

During the spring equinox, summer solstice, and fall equinox, Project shadows would move from the west to the northeast and east, and would not cast shadows on any potentially shade sensitive use such as the outdoor patio of Cheebo, the single-family residences, or to balconies of the multi-family residential uses south and southwest of the Project Site. Project shadows would only extend towards and over the outdoor bar area of Gardner Junction, located on the west side of Gardner Street just south of Sunset Boulevard, from approximately 4:00 P.M. to 5:00 P.M. Therefore, the Project would not cast shadows on shade-sensitive uses surrounding the Project Site for four or more hours during the spring, summer, or fall. In addition, pursuant to SB 743 and ZI File No. 2452, aesthetic impacts "shall not be considered significant impacts on the environment." Therefore, no significant impacts regarding shade and shadow would occur.

a. Cumulative Impacts

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. There are no related projects adjacent to the Project in which a shadow would be cast directly onto the Project. Due to the distance between the related projects, these projects, along with the Project would not cumulatively contribute to shade impacts on sensitive receptors. Therefore, the Project's contribution to shade impacts would not be cumulatively considerable. Cumulative shade impacts would be less than significant, and no mitigation measures are required.

v. Consistency with Regulatory Framework

The Project would be consistent with the applicable policies of the City's General Plan and Hollywood Community Plan as they relate to aesthetics, as detailed in Section IV.A, Aesthetics, Views, Light/Glare, and Shading, of the Draft EIR. The Project is also consistent with the Citywide Design Guidelines for commercial and mixed-use projects. As such, the Project would be consistent with applicable standards and regulations that relate to aesthetics. In addition, pursuant to SB 743 and ZI File No. 2452, aesthetic impacts "shall not be considered significant impacts on the environment." Therefore, no significant impacts regarding aesthetics would occur.

vii. Project Design Features

The City finds that the Project Design Features A-1 to A-10, incorporated into the Project, further reduce the potential aesthetics impacts of the Project. The Project Design Features were considered in the analysis of potential impacts.

- **Project Design Feature A-1**: New on-site 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**: All new street and pedestrian outdoor lighting required for the Project shall be shielded and directed towards the interior of the Project Site such that the light source does not project directly upon any adjacent residential property from the ground and above.

- **Project Design Feature A-5**: The Project Applicant shall remove the existing billboard on-site. Further, the Project shall not include off-premises billboard advertising.

- **Project Design Feature A-6**: 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.

- **Project Design Feature A-7**: The Project Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials (i.e., graffiti, posters, etc.) 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.

- **Project Design Feature A-8**: 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.

- **Project Design Feature A-9**: The exterior 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.

- **Project Design Feature A-10**: Outdoor lighting shall be designed and installed with shielding and directed towards the interior of the Project Site so that the light source does not project directly upon any adjacent property.

B. Air Quality

i. Construction

a. Regional Construction Impacts

Project construction is anticipated to occur over approximately 20 months and is anticipated to be completed in 2021. Construction of the Project would commence with demolition of the existing surface parking lot and structures, followed by grading and excavation for the subterranean parking garage. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. It is estimated that approximately 83,290 cubic yards (cy) of export material would be hauled from the Project Site during the demolition and excavation phase.

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 emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions.

As presented in Table IV.B-4 of the Draft EIR, construction-related daily maximum regional construction emissions would not exceed any of the SCAQMD daily significance thresholds. Therefore, regional construction emissions resulting from the Project would result in a less-than-significant air quality impact.

b. Localized Construction Impacts

An estimate of maximum on-site daily emissions for NO_X, PM_{10}, $PM_{2.5}$, and CO was compiled for construction activity and compared to the applicable screening thresholds based on construction site acreage and the distance to the closest sensitive receptor. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project. As presented in Table IV.B-5 of the Draft EIR, maximum localized construction emissions for off-site sensitive receptors would not exceed any of the SCAQMD-recommended localized screening thresholds. Therefore, localized construction emissions resulting from the Project would result in a less-than-significant air quality impact.

c. Toxic Air Contaminants

The greatest potential for TAC emissions during construction would be from diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Because the construction schedule estimates that the phases which require the most heavy-duty diesel vehicle usage, such as site grading/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. 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 a relatively short duration. In addition, there would be no residual emissions or corresponding individual cancer risk after construction. Therefore, Project-related TAC impacts during construction would be less than significant.

ii. Operation

a. Regional Operational Impacts

SCAQMD's CalEEMod was used to calculate regional mobile source emissions, on-road fugitive dust, and emissions from architectural coatings, landscape equipment, and energy use. Diesel emergency generator emissions were calculated using USEPA's Compilation of Air Pollutant Emission Factors (AP-42) and SCAQMD BACT requirements. As shown in Table IV.B-6 of the Draft EIR, regional emissions resulting from operation of the Project at its buildout year would not exceed any of the SCAQMD's daily regional operational thresholds. Therefore, regional air quality impacts from Project operational emissions would be less than significant.

b. Localized Operational Impacts

Operation of the Project would not introduce any major new sources of air pollution within the Project Site. The SCAQMD localized significance threshold (LST) mass rate look-up tables, which apply to projects that have active areas that are less than or equal to 5 acres in size, were used to evaluate potential localized impacts. As shown in **Error! Reference source not found.** of the Draft EIR, on-site operational emissions would not exceed any of the LSTs. As a result, construction of the Project would not produce any local violation of air quality standards or contribute substantially to an existing or projected air quality violation, and Project impacts would be less than significant.

c. CO Hot Spots

At buildout of the Project, as originally described in the Draft EIR, the highest average daily trips at an intersection in the vicinity of the Project Site would be approximately 16,160 at the Fairfax Avenue and Sunset Boulevard intersection, which is below the daily traffic volumes that would be expected to generate CO exceedances as evaluated in the 2003 AQMP, as described in the Draft EIR. This daily trip estimate is based on the peak hour conditions of the intersection. There is no reason under SCAQMD methodology to conclude that the CO concentrations at the Fairfax Avenue and Sunset Boulevard intersection would exceed the 1-hour CO standard if modeled in detail, based on the studies undertaken for the 2003 AQMP. Therefore, a CO "hot spots" analysis is not needed to determine whether the change in the level of service (LOS) of an intersection in the vicinity of the Project Site would have the potential to result in exceedances of the CAAQS or NAAQS.

Based on an analysis of projected traffic volumes at Project Site vicinity intersections, the Project would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions during operation would be less than significant.

d. Toxic Air Contaminants

CARB has published and adopted guidelines which provide recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). The SCAQMD adopted similar recommendations. Together the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources, and the addition of new TAC sources in proximity to existing sensitive land uses. Potential sources of TACs within the Project Site vicinity were identified using SCAQMD's Facility Information Database (FIND) 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 Site vicinity were identified, and the location of the proposed residential and neighborhood-serving retail and restaurant uses would be consistent with the recommended siting distances (e.g., no sensitive receptors within 500 feet of a freeway) provided

in the CARB and SCAQMD guidance documents discussed above. Although the Project would result in some TAC emissions, primarily from mobile source emissions, the Project would not include any substantial TAC sources as defined in the guidance documents. Therefore, TAC impacts would be less than significant.

iii. Consistency with Air Quality Management Plan

As previously discussed, Project construction and operation would not result in a significant impact with regard to regional or localized air quality. Moreover, no violations of State or federal CO standards are projected to occur. In addition to not resulting in any exceedance of an applicable air quality standard, the Project is consistent with SCAQMD's adopted AQMP. A project is consistent with the AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2012 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's Regional Transportation Plan (RTP).

In April 2012, SCAG adopted the 2012–2035 RTP/SCS, which is included in the SCAQMD's 2012 AQMP. As described in the Initial Study, the originally proposed Project would result in approximately 507 new residents, 236 new households, and 81 new employees, which would represent approximately 0.8 percent, 0.6 percent, and 0.18 percent of the respective population, household, and employment growth projections prepared by SCAG for the time period between 2014 and the Project's buildout year. Such levels of population and employment growth are consistent with the population and employment forecasts for the Subregion as adopted by SCAG. Furthermore, the refined Project now includes only 200 units, representing an even smaller proportion of SCAG's projected growth. Because these SCAG projections form the basis of the 2012 AQMP, it can be concluded that the Project would be consistent with the projections in the AQMP.

Moreover, the Project would comply with all applicable regulatory standards as required by the SCAQMD. The Project also would incorporate project design features to support and promote environmental sustainability as discussed under Section IV.C of the Draft EIR. While these features are designed primarily to reduce greenhouse gas emissions, they would also serve to reduce the criteria air pollutants discussed herein. Furthermore, with compliance with applicable regulatory requirements and in Section IV.C of the Draft EIR, no significant air quality impacts would occur. As such, the Project meets this AQMP consistency criterion.

With regard to land use developments such as the Project, air quality policies focus on the reduction of vehicle trips and vehicle miles traveled. As discussed in Section IV.F of the Draft EIR, the Project would serve to implement a number of air quality-related policies consistent with the City of Los Angeles General Plan and SCAG. Specifically, the 2012–2035 RTP/SCS sets forth these air quality-related policies. The Project is based on principles of smart growth and environmental sustainability, as evidenced in its mixed-use nature and the accessibility of public transit. Implementation of these sustainability features in return contributes to a reduction in air quality emissions via a reduction in vehicle trips and vehicle miles traveled. As the Project implements the SCAQMD's objective of reducing vehicle miles traveled and related vehicular air emissions, the Project would be consistent with AQMP land use policies.

In conclusion, the determination of AQMP consistency is primarily based on the long-term influence of the Project on air quality in the Air Basin. 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 AQMP for the control of fugitive dust. As discussed above, the Project's long-term influence would also

be consistent with the goals and policies of the AQMP. Therefore, the Project is considered consistent with the SCAQMD's AQMP.

e. Consistency with Los Angeles General Plan

The 1992 revision of the City's General Plan Air Quality Element serves to aid the greater Los Angeles region in attaining the State and federal ambient air quality standards at the earliest feasible date, while still maintaining economic growth and improving the quality of life. The City's Air Quality Element and the accompanying Clean Air Program acknowledge the inter-relationships between transportation and land use planning in meeting the City's mobility and clean air goals. With the City's adoption of the Air Quality Element and the accompanying Clean Air Program, the City is seeking to achieve consistency with regional Air Quality, Growth Management, Mobility, and Congestion Management Plans. To achieve these goals, performance-based standards have been adopted to provide flexibility in implementation of the policies and objectives, of the City's Air Quality Element.

As detailed in Section IV.B of the Draft EIR, the Project is consistent with applicable policies of the City of Los Angeles General Plan Air Quality Element. The Project would implement project features that would reduce vehicular trips, reduce vehicle miles traveled, and encourage use of alternative modes of transportation through the preparation and implementation of a Transportation Demand Management Plan. Specifically, the Project, with its mix of residential and neighborhood-serving commercial uses and its location in proximity to existing transportation infrastructure and mass transit would result in a reduction of vehicle miles traveled and vehicle trips. Therefore, the Project would be consistent with the City of Los Angeles General Plan Air Quality Element.

iii. Cumulative Impacts

a. Construction

SCAQMD has developed strategies (e.g., SCAQMD Rule 403) to reduce criteria pollutant emissions outlined in the AQMP pursuant to Federal CAA mandates. As such, the Project would comply with applicable 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 would not exceed any of the SCAQMD's regional or localized significance thresholds. Thus, the Project's contribution to cumulative construction-related regional emissions would not be cumulatively considerable and therefore would be less than significant. Construction of the Project also would have a less-than-significant impact with regard to localized emissions. Therefore, the Project's contribution to cumulative air quality impacts due to localized emissions would also not be cumulatively considerable and therefore would be less than significant.

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. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year

lifetime will contract cancer, based on the use of standard risk-assessment methodology. 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 would be less than significant.

b. Operation

According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. Operational emissions from the Project would not exceed any of the SCAQMD's regional or localized significance thresholds at Project build-out. Therefore, the emissions of non-attainment pollutants and precursors generated by Project operation would 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 would not result in a cumulative impact requiring further evaluation. However, the Project and each of the related projects would likely generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. 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 would be less than significant. In addition, the Project would not result in any substantial sources of TACs that have been identified by the California Air Resources Board's Land Use Guidelines, and thus, would not result in a cumulatively considerable impact.

iv. Project Design Features

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

- **Project Design Feature B-1**: Participation in fundamental refrigerant management to preclude the use of chlorofluorocarbons (CFCs) in HVAC systems.

- **Project Design Feature B-2**: 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.

- **Project Design Feature B-3**: The off-road diesel-powered equipment that will be used during any portion of the construction activities associated with grading shall meet the EPA's Tier 3 standards.

C. Greenhouse Gas Emissions

i. Threshold of Significance

In the absence of any adopted, quantitative threshold, and consistent with CEQA Guidelines Section 15064h(3), the Project would not have a significant effect on the environment if it is found

to be consistent with applicable regulatory plans and policies to reduce GHG emissions, including Executive Orders S-3-05 and B 30-15; SB 375; SCAG's Sustainable Communities Strategy; and the City of Los Angeles Green Building Code. The EIR prepared a comparison of Project emissions to the no action taken (NAT) scenario, but did not utilize this comparison as a significance threshold. Instead, the reduction in GHG emissions in comparison to the NAT scenario reflect the measures set forth in the applicable GHG reduction plans and policies and demonstrate the efficacy of these measures as well as the Project's consistency with the applicable regulatory plans.

ii. Construction

Construction of the Project would consist of grading, excavation, and building activities. Approximately 104,115 cubic yards of export material (e.g., concrete and asphalt surfaces) and soil would be hauled from the Project Site during the demolition and excavation phase. GHG emissions during construction were based on the proposed construction schedule and calculated using CalEEMod. Details of the modeling assumptions and emission factors are provided in Appendix C of the Draft EIR. The calculations of the emissions generated during Project construction activities reflect the number of haul/delivery truck trips, employee trips, and types and quantities of construction equipment that would be used to remove existing pavement, grade and excavate the Project Site, construct the proposed buildings and related improvements, and plant new landscaping within the Project Site.

As presented in Table IV.C-5 of the Draft EIR, construction of the Project, as originally described in the Draft EIR, is estimated to generate a total of 1,850 metric tons of CO2e. As recommended by the SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the Project's operational emissions) in order to determine the project's annual GHG emissions inventory. As such, the amortized construction emissions would be approximately 62 metric tons of CO2e. While there is no acknowledged threshold of significance for construction impacts, these emissions are amortized and included in the project's operational analysis pursuant to guidance from the CARB and SCAQMD.

iii. Operation

Operational GHG emissions were calculated using the CalEEMod emissions inventory model for areas sources (hearths and landscape maintenance equipment), electricity and natural gas usage, mobile sources (vehicles traveling to and from the Project), solid waste, and water usage and wastewater generation. The Project would include Project Design Feature C-1 (specific mandatory requirements of achieving LEED Silver) and Project Design Feature C-2 (prohibition of hearths (woodstove and fireplaces) installed in the residences), and would comply with specific mandatory requirements of the CalGreen Code, resulting in GHG emissions for the Project, as originally described in the Draft EIR, of 62 metric tons of CO2e per year during construction and 4,087 metric tons of CO2e per year during operation of the Project with a combined total of 4,149 metric tons of CO2e per year. Through implementation of the Project Design Features pertaining to sustainability design features, the Project would result in a net decrease in GHG emissions representing an approximate 21 percent reduction from NAT, which demonstrates the Project's consistency with applicable state, regional, and local regulatory efforts to reduce GHG emissions, as further described below. The refined Project, with a reduced number of dwelling units, would generate less GHG emissions, but would reflect a similar percentage reduction in NAT, due to the same implemented Project Design Features.

iv. Consistency with Applicable Plans and Policies

As discussed in Section IV.C of the Draft EIR, the Project is consistent with the GHG reduction policies and strategies set forth in Executive Orders S-3-05 and B-30-15, SB 375, SCAG's

Sustainable Communities Strategy; and the City of Los Angeles Green Building Code. Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. The goal to reduce GHG emissions to 1990 levels by 2020 was codified by the Legislature as the 2006 Global Warming Solutions Act (AB 32). As analyzed above, the Project would substantially reduce GHG emissions in comparison to NAT, which would serve to facilitate the State's consistency with this component of Executive Order S-3-05. In addition, the Project's consistency with the California Climate Action Team's recommendations and strategies for reducing GHG emissions and reaching the targets established in the Executive Orders is provided in Table IV.C-13 in the Draft EIR. Specifically, in furtherance of the Climate Action Team's recommendations, the Project includes elements of smart land use as it is a mixed-used development located in an area well-served by public transit provided by Metro and LADOT DASH as described in Section IV.I of the Draft EIR. In addition, the Project's total estimated GHG emissions at build-out represents the maximum emissions inventory for the Project, as California's emissions sources are being regulated (and foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives. As such, given the reasonably anticipated decline in Project emissions once fully constructed and operational, the Project is consistent with the Executive Order's horizon-year (2050) goal.

Error! Reference source not found. in the Draft EIR illustrates that implementation of the Project's regulatory requirements and project design features, including State mandates, would contribute to GHG reductions. These reductions represent a reduction from NAT and support State goals for GHG emissions reduction. The methods used to establish this relative reduction are consistent with the approach used in the CARB's *Climate Change Scoping Plan* for the implementation of AB 32, as described in the Draft EIR. In addition, as recommended by CARB's *Climate Change Scoping Plan*, the Project would use "green building" features as a framework for achieving GHG emissions reductions as new buildings would be designed to achieve the standards of the Silver Rating under LEED, pursuant to Project Design Feature C-1.

SB 375 requires integration of planning processes for transportation, land-use and housing, including the adoption by each Metropolitan Planning Organization of a Sustainable Community Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet the target provided in CARB's Climate Change Scoping Plan for reducing GHG emissions. SCAG's RTP/SCS plan is the region's transportation and sustainability investment strategy for protecting and enhancing the region's quality of life and economic prosperity through this period. As shown in Table IV.C-9 of the Draft EIR, the Project results in a VMT reduction of approximately 24 percent in comparison to the NAT scenario and would be consistent with reduction in transportation emission per capita provided in the RTP/SCS plan.

The Project would also be consistent with key GHG reduction strategies in SCAG's RTP/SCS which are based on changing the region's land use and travel patterns, as it t represents an infill development within an existing urbanized area that would concentrate new residential and neighborhood serving commercial uses within a high-quality transit area (HQTA). In addition, in accordance with Project Design Feature I-1, provided in Section IV.I, the Project Applicant shall develop and implement a Transportation Demand Management (TDM) Program that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. In addition, the Project would also provide bicycle storage areas for Project residents and guests. The Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking, which would facilitate a reduction in vehicle miles traveled and related vehicular GHG emissions. These and other measures would further promote a reduction in vehicle miles traveled and subsequent reduction in GHG emissions, which would be consistent with the goals of SCAG's RTP/SCS.

In addition, the Project would comply with mandatory measures of the City's Green Building Code, which incorporates provisions of the state's CALGreen Code that would help reduce GHG emissions. Although the Code requires electric vehicle supply equipment for a minimum of 5 percent of the total number of parking spaces, under Project Design Feature C-3, the Project would include EV-ready parking spaces for 20 percent of the LAMC-required parking spaces. Furthermore, the Green Building Code includes elective measures that would increase energy efficiency on the Project Site. The Project would include various elective measures including, but not limited to, installing ENERGY STAR–rated appliances and installation of water-conserving fixtures. Therefore, the Project is consistent with the CALGreen and the Los Angeles Green Building Code.

In summary, as set forth above, the Project would be consistent with Executive Orders S-3-05 and B-30-15; SB 375, SCAG's Sustainable Communities Strategy, and the City of Los Angeles Green Building Code. Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and Project-specific impacts with regard to climate change would be less than significant.

v. Cumulative Impacts

Although the Project will emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. 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. 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.

As discussed above, the Project is consistent with the applicable GHG reduction plans and policies. The Project's GHG reductions, as compared to the NAT scenario, demonstrate the efficacy of the measures contained in these policies. Moreover, while the Project is not directly subject to the Cap-and-Trade Program, that program will indirectly reduce the Project's GHG emissions by regulating "covered entities" that affect the Project's GHG emissions, including energy, mobile, and construction emissions. More importantly, the Cap-and-Trade Program will backstop the GHG reduction plans and policies applicable to the Project in that the Cap-and-Trade Program will be responsible for relatively more emissions reductions If California's direct regulatory measures reduce GHG emissions less than expected. This will ensure that the GHG reduction targets of AB 32 are met. Thus, given the Project's consistency with State, SCAG, and City of Los Angeles GHG emission reduction goals and objectives, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted 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.

vi. Project Design Features

The City finds that the Project Design Features C-1 to C-5, incorporated into the Project, reduce the potential GHG emissions impacts of the project. The Project Design Features were considered in the analysis of potential impacts.

- **Project Design Feature C-1**: The design of the new buildings shall incorporate environmentally sustainable design features equivalent to a minimum Silver certification under the U.S. Green Building Council's LEED-H® or LEED-NC® Rating System as of January 1, 2011. Such LEED® features would 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 prohibit hearths (woodstove and fireplaces) installed in the residences.

- **Project Design Feature C-3**: The Project Applicant shall provide at least twenty (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.

- **Project Design C-4**: At least five (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.

- **Project Design C-5**: The Project would include the installation of photovoltaic panels.

D. Cultural Resources

Note that Paleontological Resources are described in Section VII – Effects Found to Be Less Than Significant Following Mitigation.

i. Historic Resources

The Project would require the demolition of the existing on-site commercial buildings and the removal of a surface parking lot. Pursuant to the Historical Resources Report prepared for the Project (included as Appendix D of the Draft EIR), there are no historical resources located within the Project Site, and the identified historical resources that are within a 0.25-mile radius of the Project Site would not be physically altered by the Project. Therefore, the Project would not result in a direct impact associated with the demolition, relocation, or alteration of an historical resource.

The Historical Resources Report also analyzed potential indirect impacts to determine if the Project would result in a substantial material change to the integrity and significance of historical resources or their contributing setting within the Project Site vicinity. The Sierra Bonita Tract Historic District is located north of the Project Site, behind the commercial strip on the northern side of Sunset Boulevard. This historic district falls within a 0.25-mile radius of the Project Site and is listed on the California Register and appears eligible for listing on the National Register. However, due to the presence of the commercial strip along the north side of Sunset Boulevard and the relative position of the district, the majority of contributors within the district would have no or distant views of the Project, and a small number would only have partial views. Given that

the Project would not be within the viewing range of the majority of the district contributors and the Project would not materially impair the historic setting of the district, the Project would have no indirect impact on the eligibility of the historic district.

There are four locally designated Historical Cultural Monuments within a 0.25-mile radius of the Project. However, none of these resources would have a view of the Project and therefore would not be impacted by development of the Project Site. Additionally, five potentially eligible historic resources were identified in the Historical Resources Report through reconnaissance-level pedestrian survey. Three of these resources are directly adjacent to or have a direct view of the Project, and date from the early 20th century. Two are Craftsman residences and one is a brick two-story commercial building. However, there would be no indirect impact to these resources because the integrity of the setting around them is already substantially compromised. As discussed in the Historical Resources Report, the integrity of the early 20th century commercial buildings along this section of Sunset Boulevard has been compromised due to extensive storefront alterations. Similarly, with regard to the residential properties, the single-family residential character of the neighborhood to the south of the Project Site is largely gone, replaced with multi-story apartment buildings, sometimes as tall as five stories. Therefore, the contributing setting of these potential resources is already destroyed and cannot be further eroded by the construction of the Project. Therefore, the Project would have no indirect impacts to the surrounding setting.

Under CEQA Guidelines 15064(b)(3), a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Standards) or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on an historical resource. New construction adjacent to or in the vicinity of a historical resource is considered "related new construction" and Standards 9 and 10 are applicable. Therefore, because of the proximity of potential historic resources, the Project was assessed for conformance to Standards 9 and 10 regarding "related new construction."

Standard 9 states that:

> New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

Consistent with Standard 9, the Project would not destroy the historic materials that characterize the adjacent potential resources, nor would it materially impair the integrity or significance of the adjacent potential resources or their environment. Moreover, the Project would not further degrade the setting of any nearby potential historic resources, which has already been significantly degraded due to the extensive development of large, contemporary residential and commercial buildings. Furthermore, the contemporary design of the Project would be differentiated from the architectural features and materials of the adjacent potential resources. In particular, the potentially historic Craftsman style homes adjacent to the Project would stand in sharp contrast to the contemporary architectural features of the Project and would remain prominent within the streetscape. While the Project does not fully conform to Standard 9 because it is not compatible in massing, size or scale with the potential historic resources, the Project is compatible with the prevalent development in the vicinity of the Project Site, which includes multi-story residential apartment buildings). Finally, while the southwest corner of the Project would partially obscure existing views from north to south of the potential historic Craftsman residence at 1440 N. Curson Avenue, this partial view obstruction would not constitute any significant indirect impact upon this potential resource.

Standard 10 states that:

> New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

If the Project were to be removed in the future, the essential form and integrity of the potential historical resources and existing historical district in the Project Site vicinity would be unimpaired. Thus, the proposed Project would conform to Standard 10. Therefore, the Project would not result in any significant impact under CEQA to any historic resource because the known and potential resources within the Project Site vicinity would retain their eligibility after Project completion.

ii. Cumulative Impacts

There are no historical resources located on the Project Site. All Project development would remain onsite and, as described above, impacts to potential historic resources located within the vicinity of the Project Site would not occur. Each related project would be required to comply with the same federal, state, and local regulations relating to historic resources. This would ensure that each related project properly managed impacts as necessary. Therefore, Project impacts to historic resources would not be cumulatively considerable, and related project cumulative impacts would be less than significant.

E. Land Use

i. Consistency with Local Plans and Applicable Policies

a. Los Angeles General Plan Framework Element

The Project's consistency with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Land Use Chapter is analyzed in Table IV.F-1 of the Draft EIR. As set forth therein, the Project would contribute to the achievement of many applicable General Plan goals, objectives, and policies, and would contribute to the stability and enhancement of existing residential, commercial, and mixed-use areas of the City by introducing a development that would feature a similar mix of land uses as the existing uses surrounding the Project Site. Additionally, the Project's design would employ elements to ensure compatibility with surrounding land uses, including building fenestration, variations in surface materials and colors, and the "stepping down" of building heights along Sunset Boulevard. Therefore, the Project would be generally consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Land Use Chapter.

The Project would also be consistent with the relevant goals, objectives, and policies of the General Plan Framework's Housing Chapter. Specifically, the Project would support the City's objective to encourage production of an adequate supply of housing units of various types by providing for the development of 200 residential units, consisting of a balanced unit mix of studio, one-, two- and three-bedroom units, as well as 20 affordable residential units reserved for Very Low-Income residents. In addition, the Project would place new multi-family housing within close proximity to existing public transit. Further, the design of the Project would include building fenestration, a variety of surface materials and colors, and a stepped back design to create horizontal and vertical articulation, provide visual interest, and reduce the visual scale of the buildings that would be compatible with the mix of uses surrounding the Project Site. The Project would also be consistent with the existing Neighborhood Commercial/Medium Residential land use designations of the Project Site as the Project would include uses consistent with the uses currently permitted within and in the vicinity of the Project Site. Therefore, the Project would be generally consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Housing Chapter.

The Project would be consistent with the relevant goals, objectives, and policies of the General Plan Framework's Urban Form and Neighborhood Design Chapter. The Project would specifically support the City's goal to provide a livable City for existing and future residents by introducing a new mixed-use development that would activate the Project Site with new residential and neighborhood-serving retail and restaurant uses. In addition, the proposed residential and neighborhood-serving retail and restaurant uses would be consistent and compatible with the mix of residential, retail, and office land uses surrounding the Project Site. Therefore, the Project would be generally consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Urban Form and Neighborhood Design Chapter.

The Project would be consistent with the relevant goals, objectives, and policies of the General Plan Framework's Open Space and Conservation Chapter. The Project would promote the development of public open space that is visible and safe and would enhance the open space resources of the neighborhood by providing a variety of open space and recreational amenities, as well as visual enhancements to the Project Site. Therefore, the Project would be generally consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Open Space and Conservation Chapter.

The Project would be consistent the relevant goals, objectives, and policies of the General Plan Framework's Economic Development Chapter. The Project would introduce a diverse mix of complementary uses within the Project Site, including the development of residential units and neighborhood serving retail and restaurant uses. Thus, the Project would be generally consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Economic Development Chapter.

The Project would be consistent with the relevant goals, objectives, and policies of the Transportation Element and the Mobility Plan 2035 and the General Plan Framework's Transportation Chapter. The Project would also support the City's policies related to recognizing all modes of travel by locating the Project along Sunset Boulevard, a commercial corridor that is characterized by a high degree of pedestrian activity and in an area well-served by public transit. The Project would promote the City's policies to reduce vehicle trips through the implementation of a Transportation Demand Management Program that would outline measures to promote non-auto travel and reduce the use of single-occupant vehicle trips. Therefore, the Project would be generally consistent with the applicable policies that support the goals and objectives set forth in the Transportation Element and Mobility Plan 2035 and the General Plan Framework's Transportation Chapter.

The Project would be consistent with the relevant goals, objectives, and policies of the General Plan Framework's Infrastructure and Public Services Chapter. Specifically, the Project would support the City's policy and objective to reduce the amount of hazardous substances and the total amount of flow entering the wastewater system as well as pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality by implementing a Stormwater Pollution Prevention Plan during construction that would include Best Management Practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in stormwater runoff. Implementation of Project BMPs would result in an improvement in surface water quality runoff from the Project Site. The Project would also increase the number of landscaped surfaces on the Project Site, which would decrease the percentage of impervious surface area on the Project Site. 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 and the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, the Project would be generally consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Infrastructure and Public Services Chapter.

As set forth above, overall, the Project would be consistent with the policies and objectives set forth in the General Plan Framework Element.

b. Hollywood Community Plan

The Project's consistency with the objectives and policies set forth in the Hollywood Community Plan is described in Table IV.F-2 of the Draft EIR. As set forth therein, the Project would support the City's objectives and policies to coordinate the development of Hollywood and encourage housing required to satisfy the varying needs and desires of all economic segments of the community within the Hollywood Community Plan area. The Project would help increase housing opportunities while enhancing Hollywood's vibrancy and desirability as a location to both live and work. The Project would support the City's objectives and policies to promote the development of neighborhood-serving retail and restaurant uses and by providing useful local services to the community and new pedestrian destinations for Project and local residents.

Additionally, as discussed in Section IV.H, Public Services and Section IV.J, Water Supply and Infrastructure, of the Draft EIR, as well as in the Initial Study included in Appendix A of the Draft EIR, the agencies that provide services and utilities to the Project Site would have capacity to serve the Project. In addition, the Project would provide on-site open space and recreational amenities to serve the recreational needs of Project residents, which would reduce the potential for additional demand to be placed on public parks and open space areas. As such, the Project would support the City's objectives and policies to provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development. The Project would also support the objective to make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic and to encourage the expansion and improvement of public transportation service by concentrating new development along Sunset Boulevard, which is well-served by public transit provided by Metro and LADOT. In addition, the Metro Red Line Hollywood/Highland Station is located approximately 1-mile northeast of the Project Site. The Project would also support the City's objectives and policies to encourage the preservation of open space through the development of open space and recreational amenities. In addition, the Project would support the City's objectives and policies to provide a workable, efficient, and adequate balance between land use and service facilities. Therefore, the Project would be consistent with the general intent of the Hollywood Community Plan.

c. Los Angeles General Plan Housing Element

As analyzed in Table IV.F-3 of the Draft EIR, the Project would support the City's objectives and policies regarding adequate supply housing supply and promoting sustainable neighborhoods with a mix of uses by providing new multi-family residential units, including 20 affordable housing units for Very Low-Income residents, along with neighborhood-serving retail and restaurant uses in an urbanized area with similar land uses and in proximity to public transit options and public services, facilities, and infrastructure. Furthermore, the Project would incorporate elements that would promote individual and community safety. Therefore, the Project would be consistent with the applicable policies set forth in the City's General Plan Housing Element.

d. Los Angeles Municipal Code

The Project's proposed multi-family residential and retail and restaurant uses are permitted within the existing C4 zone of the Project Site. The Project would provide 20 restricted affordable units, which represents slightly more than 11 percent of the Project Site's "base" density, thereby allowing up to a 35 percent density bonus under State and City density bonus law (Government Code Section 65915 and LAMC Section 12.22.A.25). However, the Project's proposed 200

dwelling units represents a density bonus of only 17 percent. Through the City's approval of the requested density bonus, the Project would comply with the LAMC's density standards.

The Project Site's existing "D" limitation restricts the floor area to a maximum FAR of 1:1, which would be exceeded by the Project with a total FAR of approximately 2.86:1 upon buildout. The Project, as described in the Draft EIR, proposed to use a density bonus on-menu incentive in conjunction with a mixed-use conditional use permit authorized by LAMC Section 12.24.V to allow an FAR of up to 3:1. However, in response to public comments received on the Draft EIR, and in conformance with State and City density bonus law (LAMC Section 12.22.A.25(g)(3)), the Project Applicant now seeks to utilize an "off-menu" waiver of development standards to allow a total average FAR of up to 3:1 across the Project Site, as well as a waiver to allow the averaging of FAR, density, parking, and open space, and allow vehicular access, across two non-contiguous parcels. Thus, with the approval of these off-menu waivers, which are required to physically construct and accommodate the proposed affordable and permitted market rate density bonus units, the Project would be consistent with the "D" limitation and would comply with all applicable provisions of State density bonus law and the LAMC, including LAMC Section 12.22.A.25 regarding density bonus projects.

The Project would also meet the applicable requirements set forth in Section 12.21.G and Section 17.12 of the LAMC, which include the provision of on-site open space and payment of Quimby Fees. Through one or a combination of these methods, as determined by the City, the Project would comply with Section 12.21.G of the LAMC. Thus, the Project as proposed would comply with the open space requirements of the LAMC.

As a mixed-use project proposed in the C4 zone, the Project is not required by the LAMC to provide front, rear or side yard setbacks for the ground floor commercial uses, and is not required to provide yard setbacks for the upper residential levels where those levels front a street or alley. In conformance with these requirements, at the ground level, the Project would be constructed up to the property line on all sides of the Project Site with the exception of a two-foot landscape buffer that would be observed along Sunset Boulevard, a three-foot dedication along Curson Avenue, and the plazas that would be provided on either side of both buildings. In addition, the southern portion of the residential levels of both buildings would be set back a minimum of eight feet from the property line, in conformance with the LAMC's side yard setback requirements. Thus, the Project would be in compliance with the setback requirements of the LAMC.

A new commercial development at the Project Site would be subject to the City's commercial corner regulations established by LAMC Section 12.22.A.23, including a 45-foot height limit. However, pursuant to LAMC Section 12.22.A.23(d)(1), because the Project is a mixed-use project as defined by LAMC Section 13.09.B.3, it is exempt from the City's commercial corner regulations, and therefore is not subject to any height limit.

Parking for the proposed uses would be required in accordance with LAMC requirements (LAMC Sections 12.22.A.25 and 12.21.A.4), and as refined, the Project would provide 31 vehicular parking spaces in excess of the LAMC's requirements. Therefore, the Project would comply with the applicable parking requirements of the LAMC.

In accordance with the LAMC, the Project also seeks a Conditional Use Permit for Alcohol (on-site consumption) to permit the proposed retail and restaurant uses to sell alcoholic beverages. The service and sale of alcoholic beverages would be incidental to the retail and restaurant operations. Further, several restaurant/bar and entertainment uses with permits to serve alcohol are also located near the Project Site. Therefore, the offering of alcoholic beverages on the Project Site would not be out of character with, nor detrimental to, the uses in the immediate neighborhood.

In summary, with approval of the requested discretionary actions, the Project would be consistent with all applicable provisions of the LAMC.

ii. Regional Plans

The Project's consistency with the applicable goals and principles set forth in the 2012–2035 RTP/SCS and the Compass Growth Vision Report is analyzed in Table IV.F 4 of the Draft EIR. As described therein, the Project would be consistent with the applicable goals and principles set forth in the 2012–2035 RTP/SCS and the Compass Growth Vision Report. In addition, the more recently adopted 2016–2040 RTP/SCS incorporates the land use goals of the 2012–2035 RTP/SCS. Therefore, as shown in Table IV.F 4 of the Draft EIR, the Project would also be consistent with the applicable goals set forth in the 2016–2040 RTP/SCS.

iii. Land Use Compatibility

The mix of residential and neighborhood-serving retail and restaurant uses proposed by the Project would be compatible with and would complement existing and future development within the Project Site and in the overall Project area. As demonstrated by the number and type of related projects included in Section III, Environmental Setting, of this Draft EIR, and other projects recently constructed, the Hollywood Community Plan area is undergoing a transition into a lively, pedestrian-oriented community with a variety of residential and commercial uses. Like the Project, many of the recent developments provide new multi-family residential units with ground-floor commercial amenities. As such, the Project would represent an extension and reflection of the surrounding urban environment.

While the Project would increase the density, scale, and height of development on the Project Site, the Project would not be out of character with the surrounding area, which is a highly urbanized neighborhood that is characterized by a varied mix of land uses at various scales of development, including low- and medium- density buildings comprised of residential, commercial, office, and institutional uses, including the five-story multi-family residential buildings bordering the Project Site to the south and the one- and two-story commercial buildings north of the Project Site along Sunset Boulevard. The Project's density bonus and request for increased FAR would also maximize the opportunity for developing market rate and affordable housing units within the Project Site. Notwithstanding, based on the surrounding urban area, building heights, and existing character along Sunset Boulevard and within the immediate surrounding area, the Project would be consistent and compatible with the surrounding land uses.

In terms of land use type and building height, massing, and scale, the proposed buildings would be similar to and compatible with the adjacent properties and surrounding neighborhood. The West Site building would be five stories with a height of 66 feet, 9 inches, and the East Site building would be five stories with a maximum height of 63 feet, 6 inches. The ground floor levels of both the East Site and West Site buildings would include neighborhood-serving retail and restaurant uses that would have floor-to-ceiling storefronts along Sunset Boulevard, Curson Avenue, and Sierra Bonita Avenue to promote walkability. The residential uses would be located above the neighborhood-serving retail and restaurant uses with the fourth and fifth stories of the buildings stepped back such that the buildings appear at three stories along Sunset Boulevard. This design would break up the massing of the buildings, reduce the scale along Sunset Boulevard, and provide areas for rooftop landscaping. The Project has also been designed to provide parking within the proposed buildings and the three subterranean levels below each of the buildings to screen parking-related activities from public view. Overall, the design of the Project would include building fenestration, a variety of surface materials and colors, and a stepped back design to create horizontal and vertical articulation, provide visual interest, and reduce the visual scale of the buildings. The stepped back and articulated design would also integrate the Project with the low-rise commercial uses along Sunset Boulevard and the mid-rise

buildings in the immediate Project vicinity, which would respect the scale and character of adjacent residential neighborhoods.

The Project would not substantially or adversely change the existing land use relationships between the Project Site and existing off-site uses or have a long-term effect of adversely altering a neighborhood or community through ongoing disruption, division, or isolation. As such, impacts related to land use compatibility would be less than significant.

iv. Cumulative Impacts

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

There are numerous related projects located within a few blocks of the Project Site. The proposed developments comprise a variety of uses, including apartments, condominiums, restaurants, retail uses, school expansions, 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 projects to the Project Site, as well as with existing uses in the immediate area. Future development inclusive of the Project would also serve to modernize the Project area and provide sufficient infrastructure and amenities to serve the growing population. Such related projects would not fundamentally alter the existing land use relationships in the community and would concentrate development on particular sites and promote a synergy between existing and new uses. Furthermore, the Project's proposed mix of residential and neighborhood-serving retail and restaurant uses would be compatible with surrounding land uses. Thus, the Project would not have a cumulatively considerable impact on land use compatibility. As such, the combined land use compatibility impacts associated with the Project's incremental effect and the effects of other related projects would not be cumulatively considerable.

F. Noise

Note that construction-related noise is discussed under Section VIII – Environmental Impacts Found To Be Significant Even After Mitigation

i. Operational Noise Impacts

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

a. Mechanical Equipment

As part of the Project, new mechanical equipment (e.g., HVAC condenser units) would be located at the roof level. Although operation of this equipment would generate noise, all on-site mechanical equipment would comply with the regulations under Section 112.02 of the LAMC, which prohibit 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. Therefore, noise impacts from mechanical equipment would be less than significant.

b. Outdoor Spaces

The Project includes various outdoor spaces, including: courtyards, roof decks, and outdoor dining, at both the East and West Sites. The potential noise from the refined Project's roof decks was conservatively analyzed in a Supplemental Noise Analysis (included as Appendix FEIR-3 to the Final EIR) by assuming maximum occupancy of these decks, as well as calculating estimated noise levels based on simultaneous maximum occupancy of all of the outdoor areas, as well as simultaneous use of amplified sound (i.e., audio speaker systems), with a maximum noise level of 75 dBA (L_{eq}) at a distance of 50 feet from the amplified sound system, pursuant to Project Design Feature G-6 (which requires that any amplified program sound system for the Project be designed so as not to exceed a maximum noise level of 75 dBA (Leq) at a distance of 50 feet from the amplified sound system at the outdoor uses).

As indicated in the Table 1 of the Supplemental Noise Analysis, the estimated noise levels (Ambient + Project) would not exceed the applicable significance thresholds, and would be similar to the estimated noise levels for the originally proposed Project in the Draft EIR, which also did not exceed the significance thresholds. Therefore, the Project's noise impacts associated with the outdoor spaces would remain less than significant.

c. Parking Facilities

Parking for the Project would be provided within three subterranean parking levels under each of the proposed buildings on the East Site and West Site, and within the semi-subterranean and mezzanine parking levels behind the proposed commercial uses on the West Site. Sources of noise within the parking areas would primarily include vehicular movements and engine noise, doors opening, people talking, and intermittent car alarms. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. Noise levels would be highest in the early morning and evening when the greatest number of people would enter and exit the Project Site. Since the subterranean parking levels would be fully enclosed on all sides, noise generated within the parking garage would be effectively shielded from the off-site sensitive receptors located in the vicinity to the Project Site. The semi-subterranean and mezzanine parking levels at the West Site would include solid walls along all around with the exception of the entrance/exits along the east and west sides and the windows at the east side of the structural, which would attenuate the parking garage noise to the off-site sensitive receptors, such that ambient noise levels at these receptors would not increase by more than 5 dBA. Furthermore, noise associated with the Project's enclosed parking would be less than the Project Site's existing open surface parking lots. As such, noise impacts associated with the Project's parking facilities would be less than significant.

Operational-related noise generated by motor driven vehicles within the Project Site is regulated by Section 114.02 of the LAMC, which prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. Thus, noise impacts associated with parking facilities would be less than significant.

d. Loading Dock/Trash Collection Areas

The Project would include two loading docks that would be located within the at-grade parking areas within the West and East Sites. The loading docks would be shielded to the off-site sensitive receptors by the design of the Project's buildings. In addition, indoor trash rooms would be provided at the East and West Sites near the loading docks. The trash rooms would include solid doors, which would shield the noise from off-site sensitive receptors. Based on measured noise levels from typical loading dock facilities and trash compactors, delivery trucks and trash compactors could generate noise levels of approximately 71 dBA (L_{eq}) and 66 dBA (L_{eq}), respectively, at a distance of 50 feet. As indicated in Table IV.G-15 of the Draft EIR, the estimated noise levels at all off-site locations would be below the significance threshold of 5 dBA (L_{eq}) above

ambient noise levels. Therefore, noise impacts from loading docks and trash compactor operations would be less than significant.

e. Off-site Vehicular Noise

Future roadway noise levels were calculated along 23 off-site roadway segments in the vicinity of the Project Site. The off-site roadway noise levels were calculated using the 2016 existing traffic data provided in the Project's Updated Traffic Study (included in Appendix FEIR-2 of the Final EIR). As described in the Supplemental Noise Analysis, the estimated increase in traffic noise levels would be similar to the off-site vehicular noise findings in the Draft EIR for the originally proposed Project, and would continue to be well below the relevant 3 dBA CNEL significance threshold. Moreover, the Project now proposes even fewer units, thereby further reducing potential off-site vehicular noise impacts. Therefore, off-site traffic noise impacts associated with both Existing Plus Project and Future Plus Project conditions would be less than significant.

f. Composite Noise Level Impacts from Project Operations

Principal on-site noise sources associated with the Project would include mechanical equipment, parking facilities, and outdoor uses (courtyards, roof decks, and outdoor dining). An evaluation of composite noise levels from all on-site Project sources, evaluated using the CNEL noise metric, was conducted to determine the contributions at the noise-sensitive receptors within the Project vicinity. As indicated in Table IV.G 18 of the Draft EIR, the originally proposed Project would result in an increase in composite noise levels ranging from 0.6 dBA at Location R4 to 3.5 dBA at Location R5, or below the 5 dBA significance threshold, with the resulting noise levels remaining within the "conditionally acceptable" category. Moreover, the Supplemental Noise Analysis, which took into account the refined Project's outdoor spaces and the traffic levels from the Updated Traffic Study, concluded that the composite noise levels would result in increases of 0.9 dBA to 3.6 dBA, which represent imperceptible increases from the originally proposed Project's composite noise levels identified in the Draft EIR. Furthermore, the Project now proposes even fewer units, thereby further reducing composite noise levels. Therefore, the composite noise impacts of the Project would remain less than significant.

ii. Land Use Compatibility

Based on the measured ambient noise levels, the exterior noise levels at the Project Site range from 61.1 dBA CNEL at the Project's southern property line (measured at R2) to 74.4 dBA CNEL at the Project's northern property line (measured at R1) facing Sunset Boulevard. According to the City of Los Angeles Guidelines for Noise Compatible Land Use (Table IV.G-2 of the Draft EIR), the Project Site is 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). Compliance with regulatory requirements, including Section 91.1207.11.2 of the LAMC, which states that the Project would be designed to achieve an acceptable interior noise level of 45 dBA CNEL or below with the windows and doors closed within the residential units, and Section 5.507 of the 2013 California Green Building Code, which states that the Project would be designed to achieve an acceptable interior noise level of 50 dBA L_{eq} or below with the windows and doors closed within the commercial units, would ensure that necessary noise insulation features are included in the final building design to achieve an interior noise environment that does not exceed 45 dBA CNEL at the interior of the residential uses and 50 dBA L_{eq} at the interior of the commercial uses (in accordance with CalGreen requirements for the commercial uses). Therefore, noise impacts associated with land use compatibility would be less than significant.

i. Cumulative Noise Impacts – Operations

The Project Site and surrounding area have been developed with uses that have previously generated, and will continue to generate, noise from a number of noise sources including vehicle

travel, mechanical equipment (e.g., HVAC systems), and outdoor activity areas. Each of the related projects that has been identified within the general Project vicinity would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. Nearly all related projects are of a residential, retail, commercial, or institutional nature, and these uses are not typically associated with excessive exterior noise levels. However, each related project would produce traffic volumes that are capable of generating roadway noise impacts.

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

The Project and related projects in the area would produce traffic volumes (off-site mobile sources) that would generate roadway noise. Cumulative noise impacts due to off-site traffic were analyzed by comparing the projected increase in traffic noise levels from "Existing" conditions to "Future Plus Project" conditions to the applicable significance criteria. Future cumulative conditions include traffic volumes from future ambient growth, related projects, and the Project, as established by the Supplemental Traffic Analysis. The calculated traffic noise levels presented in the Supplemental Noise Analysis (which relies on traffic data provided by the Supplemental Traffic Analysis) demonstrates that at all analyzed roadway segments, the increase in cumulative traffic noise would be below the 3 dBA significance threshold. Therefore, cumulative noise impacts due to off-site mobile noise sources associated with the Project, future growth, and related projects would be less than significant.

iv. Project Design Features (Operations-Related)

- **Project Design Feature G-3**: All outdoor mounted mechanical equipment shall be enclosed or screened from off-site noise-sensitive receptors.

- **Project Design Feature G-4**: Trash collection rooms shall be located indoors with solid doors.

- **Project Design Feature G-5**: Loading docks shall be located within the buildings and shall not have a direct line-of-sight to any off-site noise sensitive uses.

- **Project Design Feature G-6**: Outdoor amplified sound systems shall be designed so as not to exceed a maximum noise level of 75 dBA (L_{eq}) at a distance of 50 feet from the amplified sound system.

F. Public Services—Fire Protection

i. Project Impacts

a. Construction

Construction activities have the potential to result in accidental on-site fires by exposing combustible materials (e.g., wood, plastics, sawdust, coverings and coatings) to fire risks from machinery and equipment sparks, and from exposed electrical lines, chemical reactions in combustible materials and coatings, and lighted cigarettes. In compliance with applicable Occupational Safety and Health Administration and Fire and Building Code requirements,

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, fire suppression equipment (e.g., fire extinguishers) specific to construction would be maintained on-site. Project construction would also comply with applicable codes and ordinances relating to fire safety practices. Furthermore, Project construction would occur in compliance with all applicable federal, state, and local requirements concerning the handling, disposal, use, storage, and management of hazardous materials.

Additionally, Project construction could also potentially impact the provision of LAFD services in the Project vicinity as a result of construction impacts to the surrounding roadways. Specifically, access to the Project Site and the surrounding vicinity could be impacted by temporary lane closures, 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, construction-related traffic, including hauling activities and 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, a Construction Management Plan would be implemented during Project construction pursuant to Mitigation Measure I-1, to ensure that adequate and safe access remains available within and near the Project Site during construction activities. The Project would also employ temporary traffic controls such as flag persons to control traffic movement during temporary traffic flow disruptions. Traffic management personnel would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access. 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 rights-of-way. 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.

Based on the above, Project construction 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 Project construction would be less than significant, and no mitigation measures are required.

b. Operation

1. Facilities and Equipment

The Project Site is expected to continue to be served by Fire Station No. 41, the "first-in" station for the Project Site, located approximately 0.1 mile southeast of the Project Site. In addition, Fire Station No. 27, located approximately 1.7 miles east of the Project Site, would continue to be available to serve the Project Site in the event of an emergency.

The originally proposed Project, pursuant to the Citywide residential population factors utilized in the EIR, would introduce an estimated residential population of 507 persons to the Project Site. In addition, the Project's 30,000 square feet of community-serving retail and restaurant uses would generate approximately 81 employees. Therefore, the Project's population would increase the demand for LAFD fire protection and emergency medical services. However, the Project would implement City Building and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, building sprinkler systems, etc. Compliance with these requirements would be demonstrated as part of a plot plan that would be submitted to LAFD for review and approval prior to the issuance of a building permit as well as through the submittal of other building plans to be reviewed by the LAFD during the standard building permit plan check process. As

confirmed by LAFD's review of the Project and the Draft EIR, and as set forth in the LAFD letters included in Appendix FEIR-4 to the Final EIR, 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. Moreover, the refined Project would only include 200 units, resulting in a reduced demand for LAFD fire protection and emergency services. Therefore, impacts with regard to LAFD facilities and equipment would be less than significant.

2. Response Distance and Emergency Access

As noted above, LAFD Fire Station No. 41 is located approximately 0.1 mile southeast of the Project Site, and is equipped with one engine, one truck, and one ambulance. Fire Station No. 27 is located approximately 1.7 miles east of the Project Site and is equipped with two engines, one task force truck, and three ambulances. Pursuant to LAFD's recent review of the Project, while the maximum prescribed response distance from a fire station with an engine company is 1 mile (which the Project complies with), the maximum prescribed response distance from a fire station with a truck company is 1.5 miles, which the Project is just beyond. However, in its review of the Project (pursuant to the LAFD letters provided in Appendix FEIR-4), the LAFD has determined that notwithstanding the exceedance of one of the two maximum allowable response distances set forth in the LAMC, the Project's inclusion of sprinkler systems (pursuant to Project Design Feature H.2-1), and provision of fire and emergency responder access features, hydrant improvements, and other fire and life-safety requirements identified in the LAFD review letter, the inclusion of which will be ensured during the LAFD's review of the Project during the plan check process, will reduce potential impacts pertaining to response distance to less than significant.

Vehicular access to the Project Site, including access for emergency vehicles, would be provided via driveways along Sierra Bonita Avenue and Curson Avenue. 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 traffic. As discussed in Section IV.I Draft EIR, traffic generated by the Project would not result in significant impacts to Project area intersections, including intersections along the City-designated disaster route along Santa Monica Boulevard and Laurel Canyon Boulevard, based on LADOT criteria. Furthermore, as part of the Project, exiting traffic from the Project Site would be prohibited from turning left onto Sierra Bonita Avenue from the East Site, turning right onto Sierra Bonita Avenue from the West Site, and turning left onto Curson Avenue from the West Site. The Project also would not include the installation of barriers that could impede emergency vehicle access. As such, emergency access to the Project Site and surrounding uses would be maintained. The increase in traffic generated by the Project would also not significantly impact emergency vehicle response to the Project Site and surrounding uses, including along City-designated disaster routes, since 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, Project-related traffic is not anticipated to impair the LAFD from responding to emergencies at the Project Site or the surrounding area.

Moreover, while the Draft EIR correctly provided the available response time information collected and promulgated by the LAFD for informational purposes, consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and potential impacts on emergency response times are not an environmental impact that CEQA requires a project applicant to mitigate. Overall, impacts with regard to response distance and emergency access would be less than significant.

3. Fire Flow

As set forth in Section IV.J of the Draft EIR, based on the land uses and amount of development proposed, the Project would fall within the fire flow standards of the LAMC established for the High Density and Neighborhood Commercial category, which has a required fire flow of 4,000 gpm from four adjacent fire hydrants flowing simultaneously. As determined in the Draft EIR, four of the six existing hydrants surrounding the Project Site were analyzed, and would have sufficient capacity to accommodate the Project's minimum required fire flow rate of 4,000 gpm at 20 psi from four hydrants flowing simultaneously, as set forth in the LAMC. As specifically discussed in Section IV.J of the Draft EIR, based on the required 1,000 gpm per hydrant, each of the four analyzed hydrants surrounding the Project Site would have between 68 psi to 72 psi of residual pressure, which is substantially greater than the minimum required pressure of 20 psi at full flow.

While LAFD's recent review of the Project indicates that the Project would fall within the fire flow standards established for the Industrial and Commercial category, which has a required fire flow of 6,000 gpm to 9,000 gpm from four to six hydrants flowing simultaneously, based on the residential and neighborhood-serving retail and restaurant uses proposed as well as the contemplated amount of development, the High Density and Neighborhood Commercial category previously evaluated for the Project appears to more closely reflect the characteristics of the Project. Notwithstanding, given the reduction in development and the available pressure in four of the six hydrants surrounding the Project Site, it is anticipated that the existing infrastructure, which includes a total of six adjacent hydrants, would have sufficient capacity to support the requirements of the Industrial and Commercial category, should further analysis ultimately be required by the LAFD. Furthermore, the locations of the existing public hydrants relative to the Project Site would be reviewed by the LAFD during the Project's plan check process and the LAFD would make a determination regarding hydrant spacing and quantity requirements, along with any other required water system improvements. Therefore, with construction of the proposed on-site 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 and any other improvements that may be required by the LAFD, the Project would meet the fire flow requirement. Impacts with regard to fire flow would be less than significant.

ii. Cumulative Impacts

Similar to the Project, the related projects would be reviewed by the LAFD to ensure that sufficient fire safety and hazards measures are implemented to reduce potential impacts to fire protection and emergency medical services. Furthermore, each related project would be required to comply with regulatory requirements related to fire protection and emergency medical services. In addition, the Project and each related project would be subject to the City's standard construction permitting process, which includes a review by LAFD for compliance with building and site design standards related to fire life safety, as well as coordinating with LADWP to ensure that local fire flow infrastructure meets current code standards for the type and intensity of land uses involved. The Project would also generate revenues to the City's Municipal Fund that could be applied toward the provision of new fire station facilities and related staffing, as deemed appropriate. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and allocated according to the priorities at the time. Overall, the Project's contribution to cumulative impacts to fire protection and emergency medical services would not be cumulatively considerable. As such, cumulative impacts on fire protection and emergency medical services would be less than significant.

iii. Project Design Features

The City finds that the Project Design Feature H. 2-1 incorporated into the Project, reduce the potential fire protection and emergency medical services impacts of the project to less than significant. The Project Design Feature was considered in the analysis of potential impacts.

- **Project Design Feature H.2-1**: The Project shall install fire sprinklers in the proposed buildings.

H.3 Public Services—Schools

i. Project Impacts

a. Construction

The Project would generate part-time and full-time jobs associated with construction of the Project between the start of construction and Project buildout. However, construction workers are not likely to relocate their households as a consequence of the construction job opportunities presented by the Project. Therefore, the construction employment generated by the Project would not result in a notable increase in the resident population or a corresponding demand for schools in the vicinity of the Project Site and impacts on school facilities during Project construction would be less than significant.

b. Operation

The Project would directly generate students through the construction of new multi-family residential units. In addition, the Project's commercial component could generate students as employees of the commercial uses may relocate to the Project Site vicinity. As shown in **Error! Reference source not found.** of the Draft EIR, using the applicable LAUSD student-generation rates for the Project's originally proposed land uses (i.e., 236 dwelling units), the Project would generate approximately 190 new students consisting of 108 elementary school students, 28 middle school students, and 54 high school students. As no students currently reside on the Project Site, the Project's student generation would result in a net increase in students attending Project area schools.

Based on existing enrollment and capacity data from LAUSD, Bancroft Middle School and Fairfax Senior High School would have adequate capacity to accommodate the new students generated by the originally proposed Project under existing and future conditions. However, Gardner Elementary School would not have adequate capacity to serve the Project under existing or future conditions.

Pursuant to Senate Bill 50, the Project Applicant would be required to pay development fees for schools to the LAUSD prior to the issuance of the Project's building permit. Pursuant to Government Code Section 65995, the payment of these fees is considered full and complete mitigation of Project-related school impacts. Therefore, payment of the applicable development school fees to the LAUSD would offset the potential impact of additional student enrollment at schools serving the Project Site. Furthermore, the Project now proposes 200 dwelling units, further reducing potential exceedances of LAUSD capacities. Accordingly, with adherence to existing regulations, impacts on schools would be less than significant.

ii. Cumulative Impacts

The Project, in combination with the related projects that would be served by the same schools that serve the Project, would have the potential to generate a cumulative number of students that would substantially increase the demand for LAUSD services in the Project Site vicinity area. However, as analyzed in the Draft EIR, the Project would comprise a very small percentage (i.e., approximately 5.7 percent) of the total estimated cumulative growth in students (and this

percentage would be even smaller due to the refined Project's reduction in dwelling units). Furthermore, as with the Project, future development, including the related projects, would be required to pay development fees for schools to the LAUSD prior to the issuance of building permits pursuant to Senate Bill 50. Pursuant to Government Code Section 65995, the payment of these fees would be considered full and complete mitigation of school impacts generated by the related projects. Therefore, the Project's incremental contribution toward school impacts would not be cumulatively considerable.

H.5 Public Services—Parks and Recreation

i. Project Impacts

a. Impacts on Existing Facilities

1. Construction

Construction of the Project would result in a temporary increase in the number of construction workers at the Project Site. Due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, the likelihood that construction workers would relocate their households as a consequence of working on the Project is negligible. Therefore, the construction workers associated with the Project would not result in a notable increase in the residential population of the Project vicinity, or a corresponding permanent demand for parks and recreational facilities in the vicinity of the Project Site.

During Project construction, the use of public parks and recreational facilities by construction workers would be expected to be limited, as construction workers are highly transient in their work locations and are more likely to utilize parks and recreational facilities near their places of residence. There is a potential for construction workers to spend their lunch breaks at the parks and recreational facilities located in proximity to the Project Site (i.e., less than 0.5 mile). However, any resulting increase in the use of such parks and recreational facilities would be temporary and negligible. Furthermore, it is unlikely that workers would utilize parks and recreational facilities beyond a 0.5-mile radius from the Project Site, as lunch breaks typically are not long enough for workers to take advantage of such facilities and return to work within the allotted time (e.g., 30 to 60 minutes). According to Table IV.H.5-1 of the Draft EIR, all parks within a 2-mile radius of the Project are more than 0.5 mile from the Project Site. Therefore, it is unlikely that construction workers would utilize any parks and recreational facilities near the Project during Project construction.

While Project construction-related activities would be primarily confined to the Project Site, some activities, such as trenching for utilities and roadway/access improvements, would occur within the Sunset Boulevard rights-of-way adjacent to the Project Site. However, as shown in Figure IV.H.5-1 of the Draft EIR, there are no parks or recreational facilities adjacent to the Project Site along Sunset Boulevard. Therefore, Project construction would not be expected to result in access restrictions to City parks and recreation facilities in the vicinity of the Project Site, nor interfere with existing park usage in a manner that would substantially reduce the service quality of the existing parks in the Project vicinity. The Project's proposed haul route options from the Project Site would include use of Sunset Boulevard to/from the US-101. The haul route would not travel adjacent to any park or recreational facility. Therefore, use of this haul route would not be expected to result in access restrictions to City parks and recreation facilities in the vicinity of the Project Site nor interfere with existing park usage in a manner that would substantially reduce the service quality of the existing parks in the Project vicinity.

The Project construction would not generate a demand for park or recreational facilities that cannot be adequately accommodated by existing or planned facilities and services, nor would Project construction interfere with existing park usage in a manner that would substantially reduce the service quality of the existing parks in the Project vicinity. Therefore, impacts on parks and recreational facilities during Project construction would be less than significant, and mitigation measures would not be required.

2. Operation

The Project incorporates common open space in conformance with the requirements of the LAMC. Proposed open space for the West Site includes 6,464 square feet of courtyard areas with seating and landscaping, 1,754 square feet of roof decks, and 3,300 square feet of private balcony open space. Proposed open space for the East Site includes a 911 square foot fitness center, a 725 square foot community room, a 608 square foot lounge, a 3,707 square foot central courtyard with pool, deck, seating areas, and landscaping, two roof decks that total 3,485 square feet, and 850 square feet of private balcony open space. Project residents would generally utilize on-site open space to meet their recreational needs. The Project would not cause or accelerate substantial physical deterioration of off-site public parks or recreational facilities given the provision of on-site open space. Similarly, the Project's commercial component, would result in a negligible indirect demand for parks and recreational facilities, which would be further off-set by the net reduction in employees attributed to the removal of the existing uses. Also, the Project would pay in-lieu park fees in accordance with Section 17.12 of the LAMC, the City's parkland dedication ordinance enacted under the Quimby Act. Therefore, the Project would not significantly increase the demand for off-site public parks and recreational facilities.

b. Consistency with Regulations

1. Public Recreation Plan

The Public Recreation Plan's desired long-range standard for local parks for the City is 2 acres per 1,000 persons for neighborhood parks and 2 acres per 1,000 persons for community parks. However, the Public Recreation Plan also notes that these long-range standards may not be reached during the life of the plan, and, therefore, includes more attainable short- and intermediate-range standards of 1 acre per 1,000 persons for neighborhood parks and 1 acre per 1,000 persons for community parks. The Hollywood Community Plan Area currently does not meet the Public Recreation Plan's desired short-, intermediate-, or long-range standards. However, these standards are Citywide goals and are not intended to be requirements for individual development projects. Furthermore, the Citywide Community Needs Assessment states that since the time that the Public Recreation Plan was adopted in 1980, the distance many people are willing to travel to parks and recreational facilities has increased substantially.

Based on the estimated residential population that would be generated by the Project (as originally described in the Draft EIR), the Project would need to provide approximately 1 acre of neighborhood parkland to meet the Public Recreation Plan's long-range standard of 2 acres per 1,000 residents and approximately 0.5 acre to meet the Public Recreation Plan's more attainable short- and intermediate-range standard of 1 acre per 1,000 residents. With regard to community parks, the Project would need to provide 1 acre of community parkland to meet the Public Recreation Plan's long-range standard for community parks of 2 acres per 1,000 residents and approximately 0.5 acre to meet the Public Recreation Plan's more attainable short- and intermediate-range standard of 1 acre per 1,000 residents.

The Project would include approximately 0.40 acre (17,654 square feet) of common open space, which would consist of a variety of open space features and recreational amenities that serve residents' recreational needs. The Project's 0.40 acre of common open space would fall short of

the acreage required to meet the City's long-range standard, as well as short- and intermediate-range standards for neighborhood and community parks. Due to the Project's inclusion of common open space and recreational opportunities, the use of existing community parks in the area would be minimized. However, Project residents would still be expected to utilize the community parks' amenities including sports fields, tennis courts, basketball courts, and children's play areas. In addition, as noted above, the Project would not meet the Public Recreation Plan's long-range, or short- and intermediate-range standards for neighborhood and community parks. However, the Public Recreation Plan parkland standards are Citywide goals and do not constitute requirements for individual development projects. The intent of the Public Recreation Plan's parkland standards would be met through compliance with State law as enforced through applicable LAMC requirements related to the provision and/or funding of parks and recreational spaces. Such requirements include the provision of on-site open space, as well as payment of Quimby Fees, as discussed below.

3. Los Angeles Municipal Code

The Project is required to provide a total of 21,225 square feet of open space (LAMC Section 12.21(G)). The Project would provide a total of approximately 21,804 square feet of usable open space consisting of common and private open space, which will be averaged across the East and West Sites. Thus, the Project would exceed the LAMC's requirement for the provision of usable open space by 579 square feet.

Common open space must constitute at least 50 percent of the total required usable open space requirement (LAMC Section 12.21(G)). Therefore, the Project would be required to provide approximately 10,613 square feet of common open space. The Project would exceed this requirement via the provision of 17,654 square feet of common open space. Therefore, the Project would be consistent with this provision of the LAMC.

Section 17.12 of the LAMC, the City's parkland dedication ordinance enacted under the Quimby Act, provides a formula for satisfying park and recreational uses for residential subdivisions through parkland dedication, payment of in lieu fees, and/or provision of on-site open space, subject to determination by the Advisory Agency. Section 17.12 of the LAMC would require that approximately 32 percent of the gross subdivision area be dedicated as parkland, based on the Project's density of over 100 dwelling units per acre. The Project would comply with the requirements of Section 17.12 of the LAMC, or pay in lieu fees pursuant to regulatory requirements. Although the Project would not include dedicated parkland, Section 17.12 provides that common open space may be credited against a project's land dedication requirement if approved by the Advisory Agency. However, some or all of the Project's common open space may not be credited towards the land dedication requirement, in which case the Project would be required to pay in-lieu fees as determined by the Department of City Planning. Through one or a combination of these methods, as determined by the City, impacts with regard to compliance with Section 17.12 of the LAMC would be less than significant.

4. Hollywood Community Plan

The Project would support the objectives and policies of the Hollywood Community Plan through the provision of on-site open space, recreational amenities, and landscaping, which would offset the demand that would be generated by Project resident for public parks and recreational facilities. In addition, Project development would not diminish the quality or accessibility of, or result in the removal of, existing parks or recreational facilities. As such, impacts with respect to consistency with the Hollywood Community Plan would be less than significant.

ii. Cumulative Impacts

The related projects include retail/commercial, residential, office, and hotel uses, among others. The related projects also include the proposed 44-acre Hollywood Central Park. A number of the identified related projects and ambient growth projections fall within a 2-mile radius of the Project Site, the geographic area analyzed for purposes of assessing impacts to parks and recreational facilities. The Community Plan area is currently underserved when considering the desired parkland standards provided in the Public Recreation Plan. As the population continues to grow in the Project Site vicinity, increased demand would lower the existing parkland to population ratio if new facilities, such as the Hollywood Central Park, are not constructed.

While it is anticipated that the Project's provision of on-site open space would meet the recreational needs of Project residents, the Project would not meet all of the parkland provision goals set forth in the Public Recreation Plan. Development of the related projects would exacerbate the Community Plan area's deficiency in parkland per the Public Recreation Plan's standards, with the exception of the Hollywood Central Park related project, which would make a substantial positive contribution toward meeting these goals. However, it is unknown whether the Hollywood Central Park will be approved and constructed. Notwithstanding, as previously indicated, the standards set forth in the Public Recreation Plan are Citywide goals and are not intended to be requirements for individual development projects. Furthermore, as with the Project, the related projects would undergo discretionary review on a case-by-case basis and would be expected to coordinate with the Department of Recreation and Parks. Future development projects would also be required to comply with the park and recreation requirements of Sections 12.21, 17.12, 12.33, and 21.10.3(a)(1) of the LAMC, as applicable. As such, cumulative impacts to parks and recreational facilities would be less than significant.

J. Traffic, Access, and Parking

Note that construction-related traffic is discussed under Section VII – Environmental Impacts Found To Be Less Than Significant After Mitigation

i. Project Impacts

a. Operation

1. Intersection Levels of Service

As shown by the Supplemental Traffic Analysis included in Appendix FEIR-2 of the Final EIR (consisting of both a Supplemental Buildout Year Assessment and an Updated Traffic Study), under the Existing Plus Project Conditions scenario for the refined Project described in the FEIR (i.e., containing 213 units), the estimated Project traffic volumes during the morning and afternoon peak periods were added to the existing morning and afternoon peak period traffic volumes to determine the change in the volume-to-capacity ratios and corresponding LOS for the signalized intersections within the study area. As shown in Table 6 of the Updated Traffic Study, all six signalized intersections are projected to operate at LOS D or better during both the morning and afternoon peak periods, and with the addition of Project traffic, none of the signalized intersections would result in a change to the volume-to-capacity ratio that would exceed the significance thresholds. In addition, the change in traffic volumes at the two unsignalized intersections (Intersection No. 3: Sunset Boulevard and Curson Avenue and Intersection No. 4: Sunset Boulevard and Sierra Bonita Avenue) would not satisfy the minimum requirements necessary for a new traffic signal. As such, traffic impacts at all study intersections would be less than significant during both the A.M. and P.M. peak periods under Existing Plus Project Conditions. Furthermore, the further refined Project with 200 units would generate fewer trips and result in even less significant impacts.

The Future Plus Project Condition identifies the potential incremental impacts of the Project at full buildout on projected future traffic operating conditions during the typical weekday morning and afternoon peak periods by adding the net Project-generated traffic to the Future Without Project traffic forecasts for the year 2021. The Supplemental Buildout Year Assessment, prepared for the 213-unit version of the refined Project, summarizes the intersection levels of service under the Future Plus Project Conditions during the weekday morning and afternoon peak hours for the study intersections. As shown by Table 3 of the Supplemental Buildout Year Assessment, five of the six signalized study intersections are projected to operate at LOS D or better during both the morning and afternoon peak periods under Future Plus Project Conditions. The remaining intersection (Intersection No. 6: Sunset Boulevard and La Brea Avenue) is projected to operate at LOS D in the A.M. peak period and LOS E in the P.M. peak period. However, as shown by the same Table 3, the addition of Project traffic would not result in a change to the volume-to-capacity ratio that would exceed the significance thresholds at any of the study intersections. In addition, the change in traffic volumes at the two unsignalized intersections would not warrant the installation of new traffic signals at those intersections. Furthermore, the further refined Project with 200 units would generate fewer trips and result in even less significant impacts. Therefore, 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.

2. Regional Transportation System

The closest mainline freeway monitoring location to the Project Site is the US-101 Freeway (US-101) at Santa Monica Boulevard, located approximately 1.8 miles northeast of the Project Site. A CMP traffic impact analysis is required if a project will add 150 or more trips to a freeway segment in either direction during the A.M. or P.M. weekday peak hour. As shown in by the Supplemental Traffic Assessment, the Project would not add 150 trips in either direction during either A.M. or P.M. peak hour. Furthermore, the further refined Project with 200 units would generate even fewer trips. Therefore, Project impacts to a CMP mainline freeway monitoring location would be less than significant and no further analysis is required.

The CMP arterial monitoring stations closest to the Project Site are located on Santa Monica Boulevard at Highland Avenue, approximately 1.4 miles southeast of the Project Site, and on Santa Monica Boulevard at La Cienega Boulevard, approximately 1.8 miles southwest of the Project Site. Based on the Project peak-hour trip generation, and as shown by the Supplemental Traffic Assessment, less than 50 peak-hour Project trips would pass through the CMP monitoring intersections. Therefore, the Project would add fewer than 50 peak-hour trips at each of the arterial monitoring intersections nearest the Project Site. Furthermore, the further refined Project with 200 units would generate even fewer trips. As such, Project impacts to a CMP arterial intersection would be less than significant and no further analysis is required.

As shown in Table IV.I-4 of the Draft EIR, the originally proposed Project was anticipated to generate approximately 196 A.M. peak-hour trips and 188 P.M. peak-hour trips. Assuming an average vehicle occupancy of 1.4, the Project's vehicle trips would result in an estimated increase of 275 person trips during the morning peak hour and 264 person trips during the afternoon peak hour. The CMP guidelines estimate that approximately 7 percent of total Project person trips may use public transit to travel to and from the Project Site. Accordingly, the Project would generate approximately 19 net new transit trips during the A.M. peak hour and 18 net new transit trips during the P.M. peak hour. Based on the Project's limited increase in transit trips during the morning and afternoon peak periods, it is not anticipated that the new transit trips associated with the Project would adversely affect the current ridership of the transit services in the study area. Moreover, the refined Project contains only 200 dwelling units, and would have correspondingly fewer impacts on existing transit capacity. Therefore, Project impacts to the existing transit system in the study area would be less than significant.

3. Neighborhood Intrusion

Based on the locations of the Project's proposed access points and the circulation characteristics of the surrounding residential street system, the residential street segment analysis contained in the Updated Traffic Study evaluated the Project's potential impacts along Sierra Bonita Avenue south of Sunset Boulevard and Curson Avenue south of Sunset Boulevard. As Project impacts for Sierra Bonita Avenue and Curson Avenue would be below LADOT's significance thresholds for a significant neighborhood traffic impact, impacts related to neighborhood traffic were determined to be less than significant. Furthermore, the further refined Project with 200 units would generate even fewer trips, and result in even less significant impacts.

4. Access and Circulation

Primary vehicular access to the Project Site would be provided along Sierra Bonita Avenue and Curson Avenue. As required by LADOT, the two unsignalized intersections in the study area were evaluated to determine the need for the potential installation of a new traffic signal through a traffic signal warrant analysis. Based on the traffic signal warrant analysis, the Updated Traffic Study determined that both unsignalized intersections would not have the necessary peak hour traffic volumes to meet the minimum requirements for installation of a traffic signal. Furthermore, the further refined Project with 200 units would generate even fewer trips. Therefore, Project impacts with regard to access and circulation would be less than significant.

5. Bicycle, Pedestrian, and Vehicular Safety

Access to the Project Site would be provided via driveways along Curson Avenue and Sierra Bonita Avenue. 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. The Project would also include separate pedestrian entrances and would provide access from adjacent streets, parking facilities, and transit stops to facilitate pedestrian movement. Further, the Project would maintain existing sidewalks and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site. Bicycle lanes are proposed for Sunset Boulevard in the City's 2010 Bicycle Plan. As the Project would maintain the existing sidewalks and circulation system and Project driveways are not located on Sunset Boulevard, the Project would not disrupt bicycle flow along Sunset Boulevard. Therefore, the Project would not substantially increase hazards to bicyclists, pedestrians, or vehicles. Impacts related to bicycle, pedestrian, and vehicular safety would be less than significant.

6. Parking

Based on the parking requirements for residential, retail, and high-turnover restaurant uses set forth in LAMC Section 12.21.A.4 and 12.22.A.25, the Project would be required to provide a total of 421 parking spaces. The Project would provide a total of 452 spaces. Therefore, the Project would comply with, and exceed, the applicable parking requirements of the LAMC. As such, impacts related to parking would be less than significant.

Based on Section 12.21.A.16(a) of the LAMC, the Project would be required to provide a minimum of 251 short- and long-bicycle parking spaces. The Project would provide these required bicycle parking spaces in compliance with the LAMC, and bicycle parking impacts would, therefore, be less than significant.

c. Caltrans Facilities

The originally proposed Project would result in a maximum of 10 Project-generated peak-hour trips would be on any directional freeway segment or freeway ramp near the Project Site. The

refined Project with 200 units would generate even fewer trips. As the Project would not increase the directional peak-hour project traffic on any one freeway segment by more than one percent, the Project does not require further freeway impact analysis and Caltrans facilities impacts would be less than significant.

ii. Cumulative Impacts

1. Intersection Levels of Service

Under 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 would not be considerable, and cumulative impacts at all study intersections would be less than significant.

2. Regional Transportation System

As no CMP or transit impacts would occur under the Project and the Project's contribution to cumulative impacts would not be cumulatively considerable. Thus, the Project's cumulative impacts with regard to the CMP and transit would be less than significant.

3. Neighborhood Intrusion

The Project would result in less-than-significant impacts related to neighborhood intrusion under Future Plus Project Conditions. Therefore, the Project's cumulative impacts would not be cumulatively considerable and cumulative impacts to neighborhood intrusion would be less than significant.

4. Access and Circulation

The Project would result in less-than-significant impacts related to access and circulation. Therefore, the Project's cumulative impacts would not be cumulatively considerable and cumulative impacts to access and circulation would be less than significant.

5. Bicycle, Pedestrian, and Vehicular Safety

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

6. Parking

Because greater than LAMC required parking would be provided as part of the Project, the parking demand associated with the Project would not contribute to the cumulative demand for parking in the vicinity of the Project Site as a result of development of the Project and related projects. Similarly, related projects would have been or would be subject to City review to ensure that adequate parking be provided for each of the related projects. Therefore, Project impacts with regard to parking would not be cumulatively considerable, and cumulative impacts related to parking would be less than significant.

i. Project Design Features

The City finds that the Project Design Feature I-1, incorporated into the Project, reduces the potential operational traffic, access, and parking impacts of the Project to less than significant levels. The Project Design Feature was considered in the analysis of potential impacts.

- **Project Design Feature I-1**: The Project Applicant shall develop and implement a Transportation Demand Management Program that includes strategies to promote non-auto travel and reduce the number of single-occupant vehicle trips. The Transportation Demand Management Program shall include design features, transportation services, education programs, and incentive programs intended to reduce the amount of single-

occupant vehicles during commute hours. The Transportation Demand Management Program shall be subject to review and approval by the Department of City Planning and LADOT. The Transportation Demand Management Program shall include, but not be limited to, the following:

- Distribution of Information - The Project shall provide for a case/bulletin board providing bus and rail schedules, maps of bicycle routes, and relevant phone numbers, including that of the Metropolitan Transportation Authority (Metro) and the LADOT DASH services.

- Carpooling - The Project shall facilitate carpool opportunities for residents and employees by providing carpool matching services and/or display of information to promote carpooling.

- Bicycle Facilities - The Project shall provide information on the Project's bicycle facilities including information on the location of bicycle storage and changing areas.

K. Water Supply and Infrastructure

i. Project Impacts

a. Water Supply

1. Construction

Construction activities for the Project would result in a temporary increase in water demand. Demand for water would be associated with soil compaction and earthwork, dust control, mixing and placement of concrete, equipment and site cleanup, irrigation for plant and landscaping establishment, water line testing 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, water use during construction would be short-term and generate an intermittent demand for water only during construction activities. This water use during construction would also be somewhat offset by the water currently consumed by the existing commercial building, which would be removed as part of the Project.

As concluded in LADWP's 2010 UWMP, projected water demand for the City would be met by the available supplies during all hydrological conditions (average year, single-dry year, and multiple-dry year) in each year from 2015 through 2035. Construction of the Project would occur over approximately 20 months and is anticipated to be completed in 2021. 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.

Project construction activities would require minimal water demand and are not anticipated to have a substantial adverse impact on available water supplies or infrastructure. In addition, off-site construction impacts would be temporary in nature and would not disrupt water service. As such, construction-related impacts to water supply and infrastructure would be less than significant.

2. Operation

The Project proposes the development of 200 residential dwelling units and approximately 30,000 square feet of ground-floor commercial uses. Thus, based on the size of these land uses and the Project's resulting estimated water demand, the Project is not subject to the requirements of Senate Bill 610. Specifically, the Project includes fewer than 500 residential dwelling units, less than 500,000 square feet of net new commercial area and would employ fewer than 1,000

employees. Furthermore, as demonstrated in Table IV.J 4 of the Draft EIR, the Project, as originally proposed, would not generate a net new demand for domestic water that would be greater than the demand generated by 500 residential units (approximately 55,000 gpd, assuming all 500 residential units include one bedroom). Furthermore, the further refined Project with 200 units would generate even less water demand. Therefore, the Project is not subject to the requirements of Senate Bill 610 for preparation of a water supply assessment.

Consistent with LADWP's methodology, the analysis of the Project's impacts relative to water supply is based on a calculation of the Project's water demand by applying the sewage generation rates established by the City of Los Angeles Bureau of Sanitation, which also serve to estimate water demand, to the proposed uses. This water demand, correlating to the originally proposed Project, is provided in Table IV.J 4 of the Draft EIR. In addition, landscape irrigation water demand was calculated using the Estimated Total Water Usage (ETWA). The ETWA represents the average water demand per year and is based on plant types and is therefore a closer estimate to the true water usage. The annual ETWA numbers were then calculated to show water use per day and were added to the Project's calculated water demand. As shown in Table IV.J 4 of the Draft EIR, it is estimated that the Project (as originally described in the Draft EIR) would result in a net increase in the Project Site's average daily water demand of approximately 25,644 gpd, or approximately 28.74 acre-feet per year (assuming constant water use throughout the year). The refined Project described in the Final EIR, with fewer dwelling units, would demand less water.

It should be noted that the Bureau of Sanitation's wastewater generation rates do not account for water conservation features and therefore, the Project's estimated water demand is conservative. The City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC) requires newly constructed non-residential and high-rise residential buildings to reduce indoor water use by at least 20 percent by: (1) using water saving fixtures or flow restrictions; and/or (2) demonstrating a 20 percent reduction in baseline water use. Accordingly, the Project would incorporate sustainability features such as efficient plumbing features, updated landscaping, modern irrigation, and efficient appliances that would reduce the Project's net increase in water demand by at least 20 percent pursuant to the City's Green Building Code.

Based on LADWP's 2010 UWMP water demand projections through 2035 (refer to Table IV.J 3 of the Draft EIR), 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., 2021, at time of Project completion). Specifically, the originally analyzed Project's estimated net increase in water demand of approximately 28.74 acre-feet per year would comprise approximately 0.004 percent of the water demand for the City at the Project's buildout year.

As described above in relation to potential population and housing impacts, the Project would not cause an exceedance of SCAG's employment projections, nor would it induce substantial indirect population or housing growth related to Project-generated employment opportunities. As the demand projections in LADWP's UWMP are based on demographic growth projections in SCAG's RTP/SCS and as the Project would be within these growth projections, the Project would be within the available and projected available water supplies for normal, single-dry, and multiple-dry years through the year 2035. As such, LADWP would be able to meet the water demand for the Project as well as existing and planned water demands of its future service area.

Based on the above, the estimated water demand for the Project would not exceed the available supplies projected by LADWP. 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. Therefore, the Project's operation-related impacts on water supply would be less than significant.

b. Water Infrastructure

1. Construction

The existing LADWP water infrastructure would be adequate to provide for the water flow necessary to serve the Project. Thus, no upgrades to the mainlines that serve the Project Site would be required. The Project would require new service connections to connect to the existing water mainlines adjacent to the Project Site. The service connections are anticipated to be off of the 8-inch main located in Sunset Boulevard. Minor off-street construction work associated with trenching would occur, resulting in partial street closures along Sunset Boulevard. Such closures would be temporary in nature and would not result in a substantial inconvenience to motorists or pedestrians, who would have additional options for navigating around the Project construction activities. Prior to conducting any ground disturbing activities, Project contractors would coordinate with LADWP to identify the locations and depths of existing water lines in the Project Site vicinity to avoid disruption of water service. Off-site construction impacts would be temporary in nature and would not result in a substantial interruption in water service or inconvenience to motorists or pedestrians. As such, construction-related impacts to water supply and infrastructure would be less than significant.

2. Operation

Fire flow to the Project would be required to meet City of Los Angeles fire flow requirements (LAMC Section 57.507.3.1). Hydrants must be spaced to provide adequate coverage of the building exterior and must deliver a minimum pressure of 20 psi at full flow. The existing hydrants within close proximity to the Project would be used to fulfill this requirement. The Project would provide new metered service connections as needed to connect to the existing water mainlines adjacent to the Project Site. Project-related infrastructure would be designed and installed to meet all applicable City requirements. No upgrades to the mainlines that serve the Project Site would be required, as they would have capacity to serve the Project's water demand. If required by the LAFD, additional fire hydrant(s) would be installed within the public right-of-way to meet the hydrant spacing requirements (LAMC Section 57.507.3.2). The Project would not exceed the available capacity of the water distribution infrastructure that would serve the Project Site. Therefore, the Project's operational impacts on water infrastructure would be less than significant.

ii. Cumulative Impacts

a. Water Supply

As evaluated in Section IV.J, Water Supply and Infrastructure, of the Draft EIR, the originally proposed Project in conjunction with the related projects would yield a cumulative average water demand of approximately 4,006,029 gpd. This is equivalent to an estimated annual cumulative water demand of approximately 4,490 acre-feet per year, which would only represent approximately 0.70 percent of the water demand for the City at the Project's buildout year. Based on water demand projections through 2035 in LADWP's 2010 UWMP, LADWP determined that it will be able to reliably provide water to its customers through the year 2035, as well as the intervening years (i.e., the Project's buildout date). As the demand projections in LADWP's 2010 UWMP are based on demographic growth projections in SCAG's 2008 Regional Transportation Plan that provide for a more conservative overall growth scenario compared to current growth forecasts, it is anticipated that, as with the Project, 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.

Additionally, under the provisions of Senate Bill 610, LADWP is required to prepare a comprehensive water supply assessment for every new development "project" (as defined by Section 10912 of the Water Code) within its service area that reaches certain thresholds. The types of projects that are subject to the requirements of Senate Bill 610 tend to be larger projects that may or may not have been included within the growth projections of the 2010 UWMP. The

water supply assessment for such projects would evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed. Based on the above analysis, it is anticipated that LADWP would be able to supply the demands of the Project and future growth through the Project's buildout date and beyond. Furthermore, the Project, as refined, includes 200 dwelling units, further reducing the estimated water demand of the previously proposed Project. Therefore, Project impacts on water supply would not be cumulatively considerable, and cumulative impacts on water supply would be less than significant.

b. Water Infrastructure

With regard to water infrastructure, the geographic context for the cumulative impact analysis on water infrastructure is the vicinity of the Project Site (i.e., the water infrastructure that would serve the Project). 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, new development projects would be subject to LADWP review to assure that the existing public utility facilities 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 to ensure facilities are adequate. Therefore, Project impacts on water infrastructure would not be cumulatively considerable, and cumulative impacts on the water infrastructure system would be less than significant.

iii. Project Design Features

The City finds that the Project Design Feature J-1, incorporated into the Project, reduces the potential water impacts of the Project to less than significant levels. The Project Design Feature was considered in the analysis of potential impacts.

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

    - High-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and 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 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.

    - Non-residential restroom faucets of a self-closing design (i.e., that would automatically turn off when not in use).

    - 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 either within individual units (with water factor of 6.0 or less) and/or in common laundry rooms (commercial washers with water factor of 7.5 or less).

- Installation of tankless and on-demand water heaters in commercial kitchens and restrooms, when appropriate.

- Individual metering and billing for water use of all residential uses and exploration of such metering for commercial spaces.

- Installation of a leak detection system for any swimming pool, Jacuzzi, or other comparable spa equipment introduced on-site.

- 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 appropriate.

- Installation of high-efficiency ENERGY STAR-rated dishwashers in all residential units, and within kitchen/food preparation areas minimum per City ordinance requirements.

- Weather-based irrigation controller with rain shutoff, matched precipitation (flow) rates for sprinkler heads, and rotating sprinkler nozzles or comparable technology such as drip/microspray/ subsurface irrigation and moisture sensors where appropriate.

- 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.

- Use of low impact development (LID) flow-through planters within common site areas that are not located above subterranean parking.

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

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

A. Cultural Resources

i. Project Impacts

a. Paleontological Resources

As described in the Draft EIR, a records search conducted for the Project Site indicates there are no previously encountered fossil vertebrate localities located within the Project Site. The closest identified localities in proximity to the Project Site were collected at depths between 47 and 80 feet below the surface area. While the Project Site has been subject to grading and development in the past, grading for the subterranean parking garage would consist of excavation at a depth

of approximately 35 feet below the existing ground surface. Thus, the possibility exists that paleontological artifacts that were not recovered during prior construction or other human activity may be present. As set forth in Mitigation Measure D-1, a qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site. In the event paleontological materials are encountered, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. Therefore, implementation of Mitigation Measure D-1 would ensure that any potential impacts related to paleontological resources would be less than significant.

ii. Cumulative Impacts

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

iii. Mitigation Measures

The City finds that the Mitigation Measure D-1, incorporated into the Project, reduces the potential paleontological impacts of the project to less than significant. The Mitigation Measure was considered in the analysis of potential impacts.

- **Mitigation Measure D-1**: A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be based on consultation with the paleontologist and shall depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. If paleontological materials are encountered, the paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Project Applicant shall then comply with the recommendations of the evaluating paleontologist, and a copy of the paleontological survey report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

G. Geology and Soils

i. Project Impacts

a. Seismic Hazards

1. Surface Ground Rupture

No known active or potentially active faults underlie the Project Site. In addition, the Project Site is not located within a State-designated Alquist–Priolo Earthquake Fault Zone or City-designated fault rupture study area. The nearest earthquake fault zone is the Hollywood Fault Zone, located approximately 1,500 feet (0.3 mile) north of the Project Site. Based on these considerations, the potential for surface ground rupture at the Project Site is considered low. As such, the Project would not cause or accelerate geologic hazards related to fault rupture that would result in substantial damage to structures or infrastructure or expose people to substantial risk of injury.

Impacts associated with fault rupture would be less than significant and no mitigation measures are required.

2. 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. These potentially significant impacts at the Project Site can be overcome through engineering design solutions that would 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 can be reduced to less than significant levels through conformance with existing state laws, City ordinances, and the application of accepted and proven construction engineering practices. The Geotechnical Report prepared for the Project (and attached as Appendix E of the Draft EIR) contains preliminary recommendations for the type of engineering practices that would be used to minimize the risks associated with seismic shaking. Per Mitigation Measure E-1, a final design-level geotechnical report would 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 would be enforced before 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 California Building Code, the General Plan Safety Element, and the Los Angeles Building Code. Pursuant to those laws, and the required mitigation measure, the Project must demonstrate compliance with the applicable provisions of these safety requirements before permits can be issued for the Project.

Based on the Geotechnical Report, the Project Site is suitable for development and the Project may be constructed using standard, accepted, and proven engineering practices considering the seismic shaking potential and geologic conditions at the Project Site. As with other development projects in the Southern California region, the Project would comply with the current seismic design provisions of the California Building Code to minimize seismic impacts. The California Building Code incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program (NEHRP) to mitigate losses from an earthquake and provide for the latest in earthquake safety. Additionally, construction of the Project would be required to adhere to the seismic safety requirements contained in the Los Angeles Building Code (LAMC, Chapter IX, Article 1). The Los Angeles Building Code incorporates by reference the California Building Code, with City amendments for additional requirements. The Project would also be required to comply with the plan review and permitting requirements of LADBS including the recommendations provided in a final, site-specific geotechnical report subject to LADBS review and approval. Through compliance with regulatory requirements, site-specific geotechnical recommendations contained in a final design-level geotechnical engineering report, and adherence to Mitigation Measure E-1, the Project would not cause or accelerate geologic hazards related to strong seismic ground shaking that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Accordingly, impacts related to strong seismic ground shaking would be less than significant.

3. Liquefaction

The Project Site is not located within a State-designated seismic hazard zone for liquefaction potential or within a City-designated liquefiable area or potentially liquefiable area. Accordingly, the potential for liquefaction to occur at the Project Site is considered remote. Furthermore, the

historically highest groundwater in the Project area is at least 100 feet below grade. Based on these considerations, the Geotechnical Report concluded that the potential for liquefaction to occur beneath the Project Site is negligible. Therefore, the Project would not cause or accelerate geologic hazards related to liquefaction that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. As such, impacts associated with liquefaction would be less than significant and no mitigation measures are required.

4. 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. Some seismically induced settlement of structures within the Project Site should be expected as a result of strong ground shaking. However, due to the uniform nature of the underlying alluvial soils, differential settlement would be considered negligible. Therefore, the Project would not cause or accelerate geologic hazards related to seismically induced settlement that would result in substantial damage to structures or infrastructure or expose people to substantial risk of injury. Impacts related to seismically induced settlement would be less than significant and no mitigation measures are required.

b. Soil Stability

The soils underlying the Project Site consist of fill and native alluvial deposits. Fill materials were encountered on the Project Site at a depth of 3 feet below existing grade on the West Site and at depths ranging between three and 6 feet below existing grade at the East Site. The anticipated maximum depth of excavation for Project development is approximately 35 feet below ground surface. All Project construction activities would adhere to city requirements. In addition, as specified in Project Design Feature E-1 and E-2, all required excavations would be properly shored in accordance with state regulations, and existing on-site fill materials would be removed during excavation and recompacted in accordance with city standards prior to reuse on-site, provided any debris and/or organic matter are removed. With compliance with applicable regulatory requirements and implementation of the required Project Design Features, impacts related to soil stability would be less than significant.

c. Expansive Soils

The earth materials underlying the Project Site have yielded test results in the moderate expansion range. Design of the Project in accordance with the provisions of the applicable state regulations would fully mitigate any potential impacts related to expansive soils and impacts would be less than significant.

d. Landform Alteration

There are no distinct and prominent geologic or topographic features on the Project Site or vicinity. Therefore, the Project would not destroy, permanently cover, or materially and adversely modify any distinct and prominent geologic or topographic features and impacts associated with landform alteration would be less than significant.

ii. Cumulative Impacts

Due to the site-specific nature of geological, geology and soils impacts are typically assessed on a project-by- project basis, rather than on a cumulative basis. As with the Project, related projects would be subject to state and city guidelines and regulations pertaining to building design and seismic safety. Therefore, with adherence to these regulations, cumulative impacts with regard to geology and soils would be less than significant.

iii. Project Design Features

The City finds that the Project Design Features E-1 to E-2 (in addition to Mitigation Measure E-1), incorporated into the Project, reduce the potential geology and soils impacts of the Project to less than significant. The Project Design Features were considered in the analysis of potential impacts.

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

- **Project Design Feature E-2**: If existing fill material is to be re-used as engineered fill, any oversize material and any deleterious debris and/or organic matter encountered in the fill material shall be removed.

iv. Mitigation Measures

The City finds that the Mitigation Measure E-1 (in addition to Project Design Features E-1 to E-2), incorporated into the Project, reduces the potential cultural resource impacts of the Project to less than significant. The Mitigation Measure was considered in the analysis of potential impacts.

- **Mitigation Measure E-1**: Prior to issuance of grading permits, the Project Applicant shall submit final design plans and a geotechnical engineering report to the Los Angeles Department of Building and Safety for review and approval. The design-level geotechnical engineering report shall be used for final design of the foundation system for the structures and will take into consideration the engineering properties beneath the proposed structures and the projected loads. The final report shall specify exact design coefficients that are needed by structural engineers to determine the type and sizing of structural building materials. The final report shall be subject to the specific performance criteria imposed by all applicable state and local codes and standards. The final geotechnical report shall be prepared by a registered civil engineer or certified engineering geologist and include appropriate measures to minimize seismic hazards and ensure structural safety of the proposed structure. The proposed structure shall be designed and constructed in accordance with all applicable provisions of the applicable California Building Code and the Los Angeles Building Code. The site-specific geotechnical report shall address each of the recommendations provided in the *Environmental Impact Report, Soils and Geology Issues, Proposed Mixed-Use Development, 7500 through 7528, and 7550 through 7580 West Sunset Boulevard, Los Angeles, California*, prepared by Geotechnologies, Inc., May 30, 2014, including, but not limited to the following:

    - All existing fill materials and any disturbed earth materials resulting from grading operations shall be removed and properly recompacted prior to foundation excavation. Any vegetation or associated root system located within the footprint of the proposed structures shall be removed during grading.

    - Subsequent to the indicated removals, the exposed grade shall be scarified to a depth of 6 inches, moistened to optimum moisture content, and recompacted in excess of the minimum required comparative density.

    - All fill shall be mechanically compacted in layers not more than 8 inches thick. All fill shall be compacted to at least 95 percent of the maximum laboratory density for the materials used.

    - The excavated areas shall be carefully observed by the geotechnical engineer prior to placing compacted fill. Field observation and testing shall be performed by a geotechnical engineer during grading to assist the contractor in obtaining the

required degree of compaction and the proper moisture content.

- Any required import materials shall consist of relatively non-expansive soils with an expansion index of less than 50. The water-soluble sulfate content of the import materials should be less than 0.1 percent by weight.

- Any existing or abandoned utilities located within the footprint of the proposed structures shall be removed or relocated as appropriate. Utility trenches should be backfilled with controlled fill.

- Continuous foundations may be designed for a bearing capacity of 3,500 pounds per square foot and shall be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade, and 18 inches into the recommended alluvial soils. All continuous foundations shall be reinforced with a minimum of four #4 steel bars, two placed near the top and two placed near the bottom.

- Column foundations may be designed for a bearing capacity of 4,000 pounds per square foot and shall be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade, and 18 inches into the recommended alluvial soils.

- Conventional foundations to support the at-grade portion of the structure on the West Site must be deepened through any existing fill materials in order to bear in undisturbed alluvial soils.

H. Hazards and Hazardous Materials

i. Release of Hazardous Materials

As described in the Phase I and Phase II Assessment and the Hazards Memorandum prepared for the Project and provided in Appendices A and B of the Initial Study, given the prior uses of the Project Site, hazardous substances may have been used on portions of the site. Specifically, on portions of the West Site, low concentrations of fuel volatile organic compounds (VOCs) were detected in shallow soil at 1451 Sierra Bonita Avenue, which is occupied by an existing auto repair shop. LAFD has indicated that a 200-gallon waste oil tank was removed from the 1451 Sierra Bonita Avenue parcel in 1999. A tank closure memo associated with the removal indicated that no contamination was encountered during the tank removal process. Nonetheless, a mitigation measure is provided below to ensure potential construction impacts with regard to VOC impacted soils would be less than significant.

Further, the Project Site contains a former dry cleaner location containing solvent impacts in the subsurface. The presence of elevated concentrations of PCE in the soil and soil gas samples beneath the 7580 Sunset Boulevard parcel, indicate a release has occurred at the former dry-cleaning facility. However, since groundwater is expected to be greater than 75 feet bgs, it is considered unlikely the groundwater has been impacted by the release. Nonetheless, a mitigation measure is provided below to ensure potential construction impacts with regard to PCE impacted soils would be less than significant.

Based on the age of the existing buildings on the Project Site, there is a potential that asbestos containing materials (ACMs) and lead-based paint (LBP) are present on-site. In accordance with SCAQMD regulations, prior to demolition activities associated with the Project, the Applicant would conduct surveys of all buildings to verify the presence or absence of any of these materials and conduct remediation or abatement before any disturbance occurs. Any ACMs and/or LBPs would be removed by a licensed abatement contractor in accordance with all federal, State and local regulations prior to renovation or demolition. Mandatory compliance with applicable federal and State standards and procedures would reduce risks associated with LBP and ACMs to

acceptable levels. The related projects would be required to comply with these same regulations. Therefore, at both the project level and cumulatively, a less than significant impact associated with exposure to these materials would occur.

The Project Site is not within a Methane Zone or Methane Buffer Zone identified by the City. Therefore, there is a negligible risk of subsurface methane release.

Through compliance with regulatory requirements and the below mitigation measures, the Project would not result in a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment and impacts would be less than significant.

ii. Mitigation Measures

The City finds that the Mitigation Measures VIII-1 to VIII-2 incorporated into the Project reduce the potential hazards and hazardous materials resource impacts of the Project to less than significant. The Mitigation Measures was considered in the analysis of potential impacts.

- **Mitigation Measure VIII-1**: A State of California licensed environmental professional firm shall monitor the soil excavation from 1451 Sierra Bonita Avenue for the presence of petroleum NOCs. The upper 2-5 feet of soil in this area should be managed as non-hazardous impacted soils unless cleared as clean by the environmental professional.

- **Mitigation Measure VIII-2**: Removal and proper disposal of any identified PCE impacted soil at the 7580 Sunset Boulevard parcel shall be implemented under the direction of a State of California licensed environmental professional. The professional shall monitor and, if necessary, segregate the VOC impacted soil removed from the subterranean garage excavation in conformity with all applicable regulatory requirements.

H.1 Public Services—Police Protection

i. Project Impacts

a. Construction

When not properly secured, construction sites can contribute to a temporary increased demand for police protection services. As provided below in Project Design Feature H.1-1, the Project Applicant would 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 would be less than significant.

Project construction could also potentially impact the provision of LAPD police protection services and police response times in the Project vicinity as a result of construction impacts to the surrounding roadways. Specifically, access to the Project Site and the surrounding vicinity could be impacted by temporary lane closures, roadway/access improvements, utility line construction, the generation of traffic as a result of construction equipment movement, hauling of soil and construction materials to and from the Project Site, and construction worker traffic. However, construction-related traffic, including hauling activities and 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, a Construction Management Plan would be implemented during construction pursuant to Mitigation Measure I-1 in Section IV.I, Traffic, Access, and Parking, of the Draft EIR, to ensure that adequate and safe access remains available within and near the Project Site during construction activities. With implementation of the project design features and mitigation measures, including the construction management plan, the

Project would not generate a demand for additional police protection services that would substantially exceed the capability of the LAPD to serve the Project Site, nor would Project construction cause a substantial increase in emergency response times as a result of increased traffic congestion. Therefore, impacts on police protection services during Project construction would be less than significant.

b. Operation

The Project Site is served by the Hollywood Community Police Station located at 1358 Wilcox Avenue, approximately 1.6 miles east of the Project Site. The Project would introduce a new residential and guest population to the Project Site and, therefore, increase the service population of the Hollywood Community Police Station service area. Based on the police service population conversion factors provided in the L.A. CEQA Thresholds Guide for residential and retail uses, and considering the originally proposed Project's 236 dwelling units, the Project's estimated police service population would be approximately 798 people.

With the previously proposed Project's estimated 798 new residents, the officer-per-resident ratio in the Hollywood Community Police Station service area would decrease from 2.84 officers per 1,000 residents to 2.82 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. As the Project's dwelling unit count has decreased to 200 units, the Project's impacts would be even less.

Assuming that the annual crime rate would remain constant at 0.064 crime per capita, the service population of the previously proposed Project could potentially generate approximately 51 additional crimes per year. The total annual number of reported crimes in the service area of the Hollywood Community Police Station could therefore potentially increase from 8,277 crimes to approximately 8,328 crimes, an increase of approximately 0.6 percent. The Project Site is also located along Sunset Boulevard, which contains numerous restaurants, bars, and nightclubs that create high levels of nighttime activity and require continued police presence. As provided below in Project Design Feature H.1-2 through Project Design Feature H.1-7, the Project Applicant would implement numerous design features to enhance safety within and immediately surrounding the Project Site. Furthermore, the Project would generate revenues to the City's Municipal Fund (in the form of property taxes, sales tax revenue, etc.) that could be applied toward the provision of new police facilities and related staffing, as deemed appropriate. Implementation of the project design features, as well as provision of revenue to the Municipal Fund, would help offset the increase in demand for police services.

Nonetheless, the LAPD has stated that, due to its size, the Project could have a substantial impact on police services in the Hollywood Area. Therefore, the Project could generate a demand for additional police protection services that could have a substantial impact on police services in the Project vicinity. Based on the above analysis, the increased demand could result in adverse physical impacts associated with the provision of new or physically altered police facilities or the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain performance objectives/capacity for police protection services. Thus, impacts to police protection services would be potentially significant, and mitigation is required. Accordingly, in addition to Project Design Features H.1-2 through H.1-7, the Project would implement Mitigation Measures H.1-1 and H.1-2, which would reduce Project-level impacts to a less-than-significant level.

ii. Cumulative Impacts

a. Construction

Impacts to LAPD services and facilities during the construction of each related project would be addressed as part of each related project's development review process. Due to the proximity to the Project Site, should Project construction occur concurrently with the construction of Related Project No. 133 and Related Project Nos. 26 and 30, then specific coordination among the multiple construction sites would be required and implemented through the Project's Construction Management Plan, which would ensure emergency access and traffic flow is maintained. Similar to the Project, each related project would also be subject to the City's construction permitting process, which includes a review by LAPD to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. In addition, construction-related traffic generated by the Project and the related projects would not significantly impact LAPD response times within the Project Site vicinity as drivers of police 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, the Project's contribution to cumulative impacts on either police protection services or emergency response during construction would not be cumulatively considerable.

b. Operation

As shown in Table IV.H.1-3 of the Draft EIR, based on the police service population conversion factors provided in the L.A. CEQA Thresholds Guide, growth from the related projects that fall within the service boundaries of the Hollywood Community Police Station is estimated to result in a population increase of approximately 74,802 persons within the service area. As described above, the originally described Project would contribute to this cumulative increase by generating a population of approximately 798 persons, which, when combined with the related projects' estimated service population, results in a total estimated service population of approximately 75,600 persons. Assuming the same crimes per capita rate currently observed in the Hollywood Community Police Station service area (0.064 crime per capita), this could translate into an additional 4,838 crimes per year. This degree of cumulative population growth could substantially increase the demand for LAPD services in the Hollywood Community Police Station service area, although the Project's cumulative contribution would not be cumulatively considerable.

LAPD has indicated that, due to its size, the Project could have a substantial impact on police services. Accordingly, in addition to Project Design Features H.1-2 through H.1-7, the Project would implement Mitigation Measures H.1-1 and H.1-2, which would reduce Project-level impacts to a less than significant level. Furthermore, the Project Site and the related projects are located within a highly urbanized area and it is assumed each of the related projects identified would likewise be developed within an acceptable distance from one or more existing police stations. 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.

Based on the above, the Project's contribution to cumulative operational impacts to police protection services would not be cumulatively considerable and, as such, cumulative impacts on police protection services would be less than significant.

iii. Project Design Features

The City finds that the Project Design Features H.1-1 to H.1-7 (in addition to Mitigation Measures H.1.1 to H.1-2), incorporated into the Project, reduce the potential police protection impacts of the

Project to less than significant. The Project Design Features were considered in the analysis of potential impacts.

- **Project Design Feature H.1-1**: During construction, the Project Applicant shall implement temporary security measures including security fencing, lighting, and locked entry.
- **Project Design Feature H.1-2**: During operation, the Project shall include access controls in the forms of private on-site security, a closed-circuit security camera system, and keycard entry for the residential building and the residential parking areas. Contact information for on-site security staff shall be prominently displayed throughout the project.
- **Project Design Feature H.1-3**: Natural surveillance occurs when neighbors know each other and are aware of neighborhood organizations and events. During operation, Project residents shall be provided information on local Neighborhood Watch groups and the like and encouraged to participate in community groups and workshops, strengthening the connections between Project residents and their neighbors in the community.
- **Project Design Feature H.1-4**: Lobby areas shall be made visible from the public streets or entry ways. Public restrooms and other common facilities shall be located strategically, in convenient and accessible locations, in order to increase use and the perception of safety, not in areas that are remote from areas of frequent activity.
- **Project Design Feature H.1-5**: The Project shall provide 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 H.1-6**: The Project shall provide sufficient lighting of parking areas to maximize visibility and reduce areas of concealment.
- **Project Design Feature H.1-7**: During operation, the Project shall include keycard entry for residential parking areas.

i. Mitigation Measures

The City finds that the Mitigation Measures H 1.1 to H.1-2 (in addition to Project Design Features H.1-3 to H.1-7), incorporated into the Project, reduces the potential police protection impacts of the project to less than significant. The Mitigation Measures were considered in the analysis of potential impacts.

- **Mitigation Measure H.1-1**: 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 H.1-2**: 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.

H.4 Public Services—Libraries

i. Project Impacts

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. Therefore, any increase in usage of the libraries by construction workers is anticipated to be negligible. As such, construction of the Project would 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, 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 would be less than significant, and no mitigation measures are required.

b. Operation

According to the LAPL, the Hollywood Regional Branch Library's current service population is approximately 78,944 persons. The 19,000-square-foot Hollywood Regional Branch Library currently meets the size criteria for a regional branch library, which is 14,500 square feet to 20,000 square feet for service populations under 90,000. The estimated service population in at buildout would be 80,898 persons. With the addition of the originally proposed Project's 507 estimated residents, the service population of the Hollywood Regional Branch Library would be 79,451 persons under existing conditions and 81,405 persons at buildout, 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) under future conditions. Overall, with the addition of Project residents, the Hollywood Regional Branch Library would continue to meet the library sizing standards recommended in the 2007 Branch Facilities Plan under existing and future conditions. Additionally, the Will and Ariel Durant Branch Library and the John C. Fremont Branch Library, which are located within 2 miles of the Project Site, would serve to alleviate the demand placed on the Hollywood Regional Branch Library from Project residents. The Project's residential units would also be equipped to receive individual internet service, which provides information and research capabilities that studies have shown reduce demand at physical library locations. Further, the Project would not conflict with or impede implementation of the applicable policies and goals related to libraries in the General Plan Framework or Hollywood Community Plan.

With regard to the potential for the employees of the proposed neighborhood-serving retail and restaurant uses to use nearby library facilities, as discussed in the Initial Study prepared for the Project, the Project's 30,000 square feet of neighborhood-serving retail and restaurant uses would generate approximately 81 employees. The proposed retail and restaurant uses would include a range of full-time and part-time positions that are typically filled by persons already residing in the vicinity of the workplace, and who already generate a demand for the libraries in the vicinity of the Project Site. As such, any indirect or direct new demand for library services generated by employees of the proposed neighborhood-serving retail and restaurant uses would be negligible.

Based on the above, operation of the Project would 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, or substantially increase the demand for library services for which current demand exceeds the ability of the facility to adequately serve the population. Furthermore, the Project now includes 200 dwelling units, further reducing the already less-than-significant impacts of the previously proposed Project. Impacts on library facilities during Project operation would be less than significant, and no mitigation measures are required.

ii. Cumulative Impacts

The related projects that contain a residential component and are located within the City of Los Angeles, along with the Project, would add over 20,000 persons to the Hollywood Regional

Branch Library's future service population at the time of Project buildout, for a future service population exceeding 100,000 persons. This cumulative future service population would warrant the addition of a new branch library pursuant to the library sizing standards recommended in the 2007 Branch Facilities Plan. Therefore, cumulative impacts on libraries would be potentially significant. In accordance with CEQA Guidelines Section 15130(a)(3), a project's contribution to a significant cumulative impact is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. LAPL has recommended a fair share mitigation fee of $200 per capita based upon the projected population of the Project. According to LAPL, the funds would be applied toward staff, books, computers, and other library materials. With payment of this fee, the Project's contribution to cumulative impacts on library services would not be cumulatively considerable.

iii. Mitigation Measures

The City finds that the Mitigation Measure H.4.1, incorporated into the Project, reduces the potential cumulative library service impacts of the Project to less than significant. The Mitigation Measure was considered in the analysis of potential impacts.

- **Mitigation Measure H.4-1**: The Project Applicant shall pay a fair share mitigation fee of $200 per capita, based on the estimated residential population stated in the Project's Draft EIR, to the Los Angeles Public Library to offset potential cumulative impacts on library services.

I. Traffic, Access, and Parking

i. Project Impacts

a. Construction

1. Temporary Traffic Impacts

Temporary traffic impacts from construction would likely occur as a result of an increase in truck traffic associated with excavation and delivery of construction materials; increase in automobile traffic associated with construction workers; and potential reductions in street capacity from temporary lane closures associated with construction activities for roadway and sidewalk improvements, utility changes, drainage facilities, and sewer improvements. However, as required as part of the Construction Management Plan that is to be prepared and implemented pursuant to Mitigation Measure I-1, construction-related traffic, including hauling activities and construction worker traffic, will occur during non-peak hours. In addition, while truck staging would occur onsite through most of the construction period, staging could occur offsite at a designated truck staging area near the Project Site with trucks radioed in from the staging area. Further, cement trucks and material delivery trucks could require an occasional curb lane closure for equipment staging and delivery of materials such as concrete. However, no vehicular detours around the construction site are expected, and pedestrian access would be rerouted as necessary.

As discussed in the Traffic Study included as Appendix H of the Draft EIR, the City generally considers construction-related impacts adverse but not significant because of the temporary effects during off-peak hours. While not considered significant, Mitigation Measure I-1 is provided below to require the preparation and implementation of a Construction Management Plan, including a Work Area Traffic Control Plan, to ensure that potential construction-related impacts are reduced. Therefore, in accordance with City guidance, as the Project’s construction-related impacts would be temporary, construction traffic impacts during construction would be less than significant.

2. Access and Safety Impacts

Construction of the Project, including construction staging, would be contained within the boundaries of the Project Site, to the extent feasible, and would not affect pedestrian access around the Project Site as pedestrian access would be rerouted as necessary. Furthermore, in the event temporary lane closures are required for the implementation of necessary infrastructure or driveway improvements, both directions of travel would be maintained to ensure that adequate and safe access remains available within and near the Project Site, in accordance with the Construction Management Plan to be prepared and implemented pursuant to Mitigation Measure I-1. Appropriate standard construction traffic control measures (e.g., detour signage, delineators, etc.) would also be implemented, as necessary, to ensure access to the Project Site and traffic flow is maintained on adjacent rights-of-way. Therefore, access and safety impacts during Project construction would be less than significant.

3. Bus/Transit Impacts

A bus stop for Metro Lines 2 and 302 is located at the southwest intersection of Sunset Boulevard and Gardner Street, adjacent to the East Site. Project construction could potentially require rerouting of this bus stop. In the event the bus stop may need to be temporarily relocated, the bus stop would be relocated to the far side of the Sunset Boulevard and Gardner Street intersection (southeast corner), following consultation with and approval from Metro. The relocation of the bus stop, if necessary, would be temporary and short-term and after completion of Project construction, the bus stop would be relocated to its original location. Therefore, the Project would not result in significant impacts to transit during construction.

4. On-Street Parking Impacts

Metered parking is permitted along Sunset Boulevard, Gardner Street, and Sierra Bonita Street. Based on an inventory of the potential on-street parking that may be affected during Project construction, the Traffic Study found that construction activities could potentially impact 24 parking meter locations adjacent to the Project Site, including three parking spaces associated with the potential relocation of the adjacent bus stop discussed above. However, it is noted that since the Project would involve removal of the existing commercial uses within the Project Site, the demand for on-street parking surrounding the Project Site would be reduced. In addition, the displacement of these on-street parking spaces would be temporary. Additionally, as discussed below, Mitigation Measure I-1 would require the preparation and implementation of a Construction Management Plan. As part of the Construction Management Plan, parking by construction workers and parking by other construction-related vehicles on adjacent streets would be prohibited. Such measures would minimize the off-street parking demand associated with the construction of the Project. Thus, potential impacts to on-street parking during construction of the Project would be less than significant.

ii. Cumulative Impacts

a. Construction

The related projects are dispersed throughout the Project Site area and would draw upon a workforce from all parts of the Los Angeles region. Many, and likely most, of the construction workers are anticipated to arrive and depart the individual construction sites during off-peak hours (i.e., arrive prior to 7:00 A.M. and depart between 3:00 P.M. to 4:00 P.M.), thereby minimizing construction-related trips during the A.M. and P.M. peak traffic periods. In addition, many of the haul truck routes for the related projects with tentative tract maps and projects located in hillside grading areas would be approved by LADOT and/or the Department of Building and Safety according to the location of the individual construction site and the ultimate destination. The City's established review process would take into consideration overlapping construction projects and

would balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. Nonetheless, the potential exists for the construction-related activities and/or haul routes of the Project and the related projects to overlap. In addition, as with the Project, other nearby related projects could require temporary lane closures during construction. As previously discussed, the City generally considers construction-related impacts adverse but not significant because of the temporary effects. Nonetheless, it is anticipated that as with the Project, related projects would be required to prepare a Construction Management Plan to ensure that potential construction-related impacts are reduced. Moreover, the Project's own Construction Management Plan would require consideration of and coordination with other ongoing construction projects in the vicinity of the Project Site. Therefore, in accordance with City guidance, as the Project's construction-related impacts would be temporary, cumulative traffic impacts during construction would be less than significant.

iii. Mitigation Measures

The City finds that the Mitigation Measure I-1, incorporated into the Project, reduces the potential construction-related traffic, access, and parking impacts of the Project to less than significant levels. The Mitigation Measure was considered in the analysis of potential impacts.

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

    - A Work Area Traffic Control Plan shall be developed for use during the entire construction period, based on the particular characteristics of the Project's demolition, grading and construction activities, as well as the existing street and traffic conditions and other activities in the vicinity of the Project Site at the time of construction. This plan shall also incorporate safety measures around the construction site to reduce the risk to pedestrian traffic near the work area.

    - The Work Area Traffic Control Plan shall identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity.

    - The Work Area Traffic Control Plan would minimize the potential conflicts between construction activities, street traffic, transit stops, and pedestrians. This plan is required to address access restrictions, covered sidewalks, and designating alternative pedestrian routes.

    - Hauling trucks shall be directed to use commercial streets and highways, and to the extent feasible, minimize the use of residential streets.

    - Hauling trucks shall be restricted from arriving at or departing from the Project Site during morning and afternoon peak hours.

- Haul routes shall be coordinated with the City of Los Angeles Department of Building and Safety and Department of Transportation to minimize congestion to public streets and highways.

- Where necessary, flagmen with communication devices, shall be used to coordinate hauling activities, in particular, ingress and egress on public streets.

- The location of construction staging areas shall be situated and operated in a manner which would minimize direct interference with and impact upon residential streets and schools, to the extent feasible.

- The bulk of the work, including truck staging, shall be conducted on site. However, if temporary lane closures were needed it shall require approval from the City's Bureau of Street Services. Any such closures shall be limited to between non-peak commute hours of 9:00A.M. and 3:00P.M.

- Deliveries of construction materials shall occur outside of peak travel periods, to the extent possible.

- Construction equipment and worker cars shall generally be contained on-site. At times when on-site staging and parking is not available, a secondary staging area shall be required.

- Construction workers shall be prohibited from parking on adjacent streets and shall be directed to on-site parking or, if unavailable, to off-site locations and transported to the job site.

SECTION VIII. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT EVEN AFTER MITIGATION

A. Noise – Construction

i. On-Site Construction Noise

Noise impacts from Project 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. Individual pieces of construction equipment that would be used for Project construction produce maximum noise levels (Lmax) of 74 dBA to 90 dBA at a reference distance of 50 feet from the noise source. As indicated in Table IV.G-11 of the Draft EIR, the estimated construction noise levels at receptors R2, R3, and R4 would be below the significance threshold (i.e., a 5 dBA exceedance of the existing ambient noise level), which would result in less than significant impacts. However, the estimated construction noise levels at receptors R1 and R5 would exceed the significance threshold by up to 25.9 dBA and 37.7 dBA, respectively. Therefore, under the most conservative impact assessment, temporary noise impacts associated with the Project's on-site construction would be significant at receptors R1 and R5.

ii. Off-Site Construction Noise

In addition to on-site construction noise sources, materials delivery, concrete mixing, and haul trucks (construction trucks), as well as construction worker vehicles, would require access to the Project Site during the construction phase. Typically, construction trucks generate higher noise levels than construction worker vehicles. The major noise sources associated with off-site construction trucks would be associated with delivery/haul trucks. Construction delivery/haul trucks would generally access the Project Site from US-101 via Sunset Boulevard. The period of

construction activity with the highest number of construction trucks would occur during the site excavation phase. During this phase, there would be a maximum of 120 construction trucks coming to and leaving the Project Site (equal to 240 total trips) per day. In addition, there would be a total of 50 worker trips to and from the Project Site on a daily basis during the site excavation phase. There would also be construction truck trips (10 to 30 truck trips/day) during other construction phases of the Project, but such trips would be less than under the excavation phase. Therefore, to present a worst-case analysis, the analysis of off-site construction truck traffic noise impacts is based on the construction truck trips during the site excavation phase.

The hourly truck trips were calculated based on a seven-hour period (typical workday) and a uniform distribution of trips, which would result in a maximum of 35 truck trips per hour. The noise level generated by construction trucks would be approximately 69.7 dB (Leq), which would be below the existing daytime ambient noise level of 71.7 dBA (Leq), as measured along Sunset Boulevard. As described above, the estimated construction truck noise levels represent the worst-case construction phase (i.e., site excavation). During other construction phases, the number of construction trucks would be lower, which would result in lower noise levels. Therefore, temporary noise impacts from off-site construction traffic would be less than significant.

iii. Construction Vibration

With regard to potential building damage, the Project would generate ground-borne construction vibration during site demolition and shoring/excavation/grading activities when heavy construction equipment, such as large bulldozers, drill rigs, and loaded trucks, would be used. The FTA has published standard vibration velocities for various construction equipment operations. The typical vibration levels (in terms of inch per second PPV) at a reference distance of 25 feet for construction equipment anticipated to be used during Project construction are listed in Table IV.G-12 of the Draft EIR. In accordance with the Project Design Features, Project construction would not use impact pile driving methods, and as such, impact pile driving vibration is not included in this construction vibration analysis. As indicated in Table IV.G-12 of the Draft EIR, vibration velocities from typical heavy construction equipment operations that would be used during construction of the Project would range from 0.003 to 0.089 PPV at 25 feet from the equipment. The estimated vibration velocity levels (from all construction equipment) would be well below the building damage significance thresholds at the off-site structures to the north, east and west. However, the estimated ground-borne vibration levels from heavy construction equipment (i.e., large bulldozer, drill rig, loaded truck) at the residential buildings to the south of the Project Site could exceed the 0.2 PPV threshold. This potential vibration impact would only occur when heavy construction equipment operates within 15 feet of the residential buildings to the south. Therefore, without mitigation, vibration impacts during construction activities would be significant. As described below, the Project includes Mitigation Measure G-4 to reduce vibration impacts on the residential buildings to the south to a less than significant level.

With regard to human annoyance, as shown by Table IV.G-13, the estimated ground-borne vibration levels from construction equipment would be below the significance threshold for human annoyance at receptors R2, R3 and R4. However, the estimated vibration levels at receptors R1 and R5 would be above the 72 VdB significance threshold for residential uses. Therefore, temporary vibration impacts on human annoyance during the construction period would be significant.

Construction trucks (i.e., haul, delivery, and concrete trucks) would generate ground-borne vibration as they travel along the Project's anticipated haul route. Thus, an analysis of potential vibration impacts using the building damage and human annoyance thresholds for ground-borne vibration along the anticipated local haul route was conducted.

Regarding building damage, based on FTA data, the vibration generated by a typical heavy truck would be approximately 63 VdB (0.00566 PPV) at a distance of 50 feet from the truck. According to the FTA "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." Nonetheless, 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 would 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 would be less than significant.

Regarding human annoyance, the threshold of significance is 72 VdB for sensitive uses including residential and hotel uses, 65 VdB for studio (recording/broadcast) uses, and 75 VdB for school uses. It should be noted that buses and trucks rarely create vibration that exceeds 70 VdB at 50 feet from the receptor unless there are bumps in the road. To provide a conservative analysis, the estimated vibration level generated by construction trucks were assumed to be within 20 feet of the residential and/or hotel uses along Sunset Boulevard. As a result, the temporary vibration levels could reach approximately 75 VdB periodically as trucks pass sensitive receptors. Therefore, potential impacts associated with temporary and intermittent vibration from construction trucks traveling along the anticipated haul route would be significant with respect to human annoyance at residential and hotel uses, and studio uses.

iv. Cumulative Impacts

a. Construction Noise and Vibration

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. The nearest related project, Related Project No. 133 (Gelson's Market) is located at 1503 Gardner Street, which is approximately 170 feet from the Project Site (to the north). While the construction of Related Project No. 133 is anticipated to be completed in 2018 and would not overlap with the Project construction, a cumulative construction noise impact was conservatively analyzed as part of the Supplemental Noise Analysis to account for the possibility of overlapping construction periods. The nearest noise-sensitive receptors to Related Project No. 133 are the residential uses and the Gardner Elementary School on Gardner Street (represented by receptor location R3). As analyzed in the Draft EIR, the estimated Project-related construction noise level at receptor location R3 would be up to 62.5 dBA and would be well below the Project significance threshold of 71.7 dBA. Since the Project-related construction noise is 9.2 dBA below the significance threshold, it would not have a significant contribution to cumulative construction noise impacts upon receptor R3.

The next nearest related project, Related Project No. 30 (Temple Israel School Improvement) is located at 7300 Hollywood Boulevard, which is approximately 1,600 feet from the Project Site (to the northeast). There are existing sensitive uses (e.g., residential and school uses) located between the Project Site and Related Project No. 30. However, the construction noise from the Project and Related Project No. 30 would be effectively reduced by distance attenuation and by the intervening buildings. Therefore, the cumulative construction noise from the Project and Related Project No. 30 (in the event of concurrent construction) would not exceed the relevant 5 dBA significance threshold. Other related projects would be located a minimum of 2,300 feet from the Project Site. As such, contributions from the Project to the cumulative construction noise impacts would be less than significant.

Off-site 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 routes. The estimated noise levels from Project-related haul trucks along the anticipated haul route, i.e., Sunset Boulevard, would be below the relevant significance threshold. However, cumulative noise impacts from haul trucks along Sunset Boulevard could be significant, if the total number of trucks were to exceed 185 truck trips per hour. The estimated noise level from 185 truck trips per hour would be 76.7 dBA, which would exceed the significance thresholds along Sunset Boulevard. Therefore, it is conservatively concluded that the cumulative noise impacts from off-site haul trucks would be significant.

Ground-borne vibration decreases rapidly with distance. Potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in close proximity of the construction site (i.e., within 15 feet as related to building damage and 80 feet as related to human annoyance). As indicated above, the nearest Related Project No. 133 is approximately 170 feet from the Project. Therefore, due to the rapid attenuation characteristics of ground-borne vibration, there is no potential for a cumulative construction impact with respect to ground-borne vibration from on-site sources.

Off-site 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 routes. As previously discussed, potential vibration impacts pursuant to the threshold of significance for human annoyance associated with temporary and intermittent vibration from construction trucks traveling along the anticipated haul route would conservatively be considered significant for the Project, and there are no feasible mitigation measures that would reduce the potential vibration impacts. In the event that construction haul trucks from related projects utilize the same haul routes as the Project and have simultaneous hauling (same hours), significant cumulative vibration impacts with respect to human annoyance would also occur.

v. Project Design Features

The City finds that the Project Design Feature G-1, incorporated into the Project, helps reduce potential construction-related noise impacts of the Project. The Mitigation Measure was considered in the analysis of potential impacts.

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

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

vi. Mitigation Measures

Project construction would have the potential to result in significant noise and vibration impacts at the off-site sensitive receptors from on-site construction activities. Thus, the following measures are included to minimize construction-related noise impacts:

- **Mitigation Measure G-1**: A temporary and impermeable sound barrier shall be erected along the southern property line of the Project Site between the construction area and the adjacent apartment buildings to the south. The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of the adjacent apartment buildings to the south.
- **Mitigation Measure G-2**: Stationary source equipment that is flexible with regard to relocation (e.g., generators and compressors) shall be located so as to maintain the

greatest distance from sensitive land uses, and unnecessary idling of such equipment shall be prohibited.

- **Mitigation Measure G-3**: Loading and unloading of heavy construction materials shall be located on-site and away from noise-sensitive uses.
- **Mitigation Measure G-4**: The contractor shall employ the following construction methods to minimize the generation of ground-borne vibration at the adjacent buildings to the south of the Project Site:
    - Utilize smaller pieces of construction equipment, such as a small bulldozer and hand-held compactors, when construction occurs within 22 feet of the adjacent buildings to the south.
    - Prohibit using a jackhammer within 12 feet of the adjacent buildings to the south; use a saw to cut the asphalt.
    - Utilize mini-caisson or alternative methods for installation of piles within 22 feet of the adjacent buildings to the south.
    - Retain the services of a qualified vibration consultant to monitor ground-borne vibration at the adjacent buildings to the south 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 building structures to the south. If the measured ground-borne vibration levels exceed 0.2 inch/second (PPV) at the structures to the south, 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 structures to the south.

Implementation of Mitigation Measure G-1 would reduce the noise generated by on-site construction activities at the sensitive uses to the south as represented by receptors R1 and R5 by 15 dBA. However, the temporary noise barrier would only be effective in reducing construction noise at the ground level and would not be effective at reducing noise levels at the balconies at the multi-level residential buildings at receptors R1 and R5. There is no feasible noise barrier that would provide effective noise reduction at upper levels of the adjacent residential buildings. The estimated construction-related noise reductions attributable to Mitigation Measures G-2 and G-3 would also ensure that noise impacts associated with on-site construction activities would be reduced to the extent feasible. Nevertheless, the temporary construction noise impacts at receptors R1 and RS would remain significant and unavoidable. Cumulative construction noise impacts would be less than significant.

Implementation of Mitigation Measure G-4 would reduce vibration impacts with respect to building damage at the buildings immediately south of the Project Site to a less than significant level. Additional mitigation measures that were considered to reduce vibration impacts with respect to human annoyance included the installation of a wave barrier. 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 that would be similar or greater than the vibration generated by Project construction activities. Thus, it is concluded that there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts associated with human annoyance to a less-than-significant level. Therefore, Project-level vibration impacts from on-site construction activities with respect to human annoyance would remain significant and unavoidable. Impacts would be temporary, intermittent, and limited to daytime hours when large construction equipment is operating within 80 feet of a sensitive receptor.

Vibration levels generated by construction trucks would exceed the significance threshold for human annoyance at sensitive receptors along Sunset Boulevard, resulting in significant Project-level and cumulative construction vibration impacts. There are no feasible mitigation measures that would reduce the potential for vibration human annoyance impacts. Therefore, Project-level vibration impacts from off-site construction haul trucks with respect to human annoyance would remain significant and unavoidable. Impacts would be temporary, intermittent, and limited to during daytime hours when the haul truck is traveling within 20 feet of a sensitive receptor.

SECTION IX. ALTERNATIVES TO THE PROJECT

In addition to the Project, the EIR evaluated a reasonable range of four alternatives to the project. These alternatives are: 1) No Project Alternative; 2) Zoning Compliant Commercial Alternative; 3) Senior Housing Alternative; and 4) Reduced Height/Reduced Density Alternative. In accordance with CEQA requirements, the alternatives to the project include a "No Project" alternative and alternatives capable of eliminating the significant adverse impacts of the project. These alternatives and their impacts, which are summarized below, are more fully described in Section V of the Draft EIR.

A. Summary of Findings

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

B. Project Objectives

An important consideration in the analysis of alternatives to the project is the degree to which such alternatives would achieve the objectives of the Project. As more thoroughly described in the Draft EIR, Project Description, both the City and Project Applicant have established specific objectives concerning the project, which are incorporated by reference herein and discussed further below.

C. Project Alternatives Analyzed

i. Alternative 1 – No Project Alternative

Under Alternative 1, the Project Site would continue to function as commercial uses with associated surface parking. No changes would be made to the developed Project Site. Future on-site activities would be limited to the continued operation and maintenance of existing land uses.

Alternative 1 would avoid the Project's significant and unavoidable impacts related to on-site noise during construction, on-site vibration during construction (pursuant to the threshold for human annoyance), and off-site vibration (pursuant to the threshold for human annoyance) during construction. In addition, Alternative 1 would avoid the Project's off-site cumulative noise impacts from haul trucks. Impacts associated with the remaining environmental issues would be less than those of the Project, due to the fact that no redevelopment of the Project Site would occur.

However, Alternative 1 would fail to meet any of the Project Objectives. Specifically, Alternative 1 would not reduce vehicular trips and promote local and regional mobility objectives by providing a mix of residential and neighborhood-serving retail and restaurant uses within an urbanized area that is supported by public transportation and recreational amenities and commercial services.

Due to the continued commercial uses on the Project Site, Alternative 1 would not provide new housing units to help meet the market demand for new housing in Southern California, and the Hollywood community in particular. Additionally, Alternative 1 would provide no affordable housing units to address the City's affordable housing crisis. Unlike the Project, which would provide inviting, pedestrian-oriented commercial, Alternative 1 would not provide new commercial spaces that will be in keeping with the typology and character of the neighborhood and attract high-quality commercial tenants.

Alternative 1 would preserve the existing buildings on the Project Site and would fail to revitalize the Project Site with structures whose high-quality design, scale and massing are compatible with adjacent uses, enhance the visual character of the area, and identify with the architecture of Hollywood. Because Alternative 1 would not be subject to current design standards and right-of-way improvement requirements, it would not enhance walkability by improving the pedestrian experience through the introduction of new buildings that would feature greater storefront glazing to enhance transparency and connectivity along the street.

Alternative 1 would not provide any new open space and would fail to enhance the Project Site with landscaped open spaces including street level plazas, landscaping along the street level, landscaped courtyards above the podium level and landscaped roof decks. While the Project would provide parking underground, Alternative 1 would retain the existing grade level parking and would not provide adequate on-site vehicle parking that is predominantly screened from street view as well as bicycle parking to support the residential and neighborhood-serving retail and restaurant uses.

Finally, Alternative 1 would not provide a sustainable development consistent with the principles of smart growth such as sustainable design features, mixed-use, infill, proximity to transit, and walkability, and would fail to create economic vitality in the community through construction jobs, and permanent full-time on-site jobs. As such, Alternative 1 would not satisfy any of the Project Objectives.

While Alternative 1 would reduce all the Project's unavoidable significant environmental impacts and would be environmentally superior to the Project, it would not meet any of the Project objectives. Therefore, it is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible Alternative 1, as described in the Draft EIR.

ii. Alternative 2 – Zoning Compliant Commercial Alternative

Alternative 2 would include the construction of approximately 71,427 square feet of retail and restaurant uses, in accordance with the existing zoning of the Project Site. Specifically, Alternative 2 would include approximately 35,713 square feet of retail uses and approximately 35,714 square feet of restaurant uses and would comply with the existing 1.0:1 FAR limit on the Project Site, as specified under the provisions of the C4 1D zone. In addition, Alternative 2 would include approximately 500 parking spaces to support the retail and restaurant uses. Similar to the Project, the uses proposed under this Alternative would be provided in two buildings, one on the East Site and one on the West Site. The first, second, and third levels of both buildings would be designated for above grade parking while the fourth and fifth levels of each building would contain retail and restaurant uses. Alternative 2 would be similar to the Project in height, massing, architectural elements, lighting, and signage.

Due to the similar peak daily construction activities that would be required to construct the Zoning Compliant Commercial Alternative, Alternative 2 would not eliminate the Project's significant environmental impacts related to on-site noise during construction, on-site vibration during construction (pursuant to the threshold for human annoyance), off-site cumulative noise from haul trucks, and off-site vibration (pursuant to the threshold for human annoyance) during construction. Furthermore, this Alternative would result in significant impacts to intersection levels of service at two intersections under the Existing Plus Project Condition and at four intersections under the Future Plus Project Conditions due to the increased number of vehicle trips associated with the proposed commercial uses. Therefore, Alternative 2 would increase the Project-level and cumulative impacts related to intersection levels of service during operation. Additionally, operational impacts related to regional and localized air pollutant emissions, TAC emissions, GHG emissions, and traffic–related noise levels would be greater than those of the Project, although

such impacts would remain less than significant under this Alternative. All other impacts would be similar or less under this Alternative when compared to the Project.

Alternative 2 would fail to meet many of the Project Objectives. Specifically, Alternative 2 would not reduce vehicular trips and promote local and regional mobility objectives by providing a mix of residential and neighborhood-serving retail and restaurant uses within an urbanized area that is supported by public transportation and recreational amenities and commercial services.

Due to the commercial-only development of the Project Site, Alternative 2 would not provide new housing units to help meet the market demand for new housing in Southern California, and the Hollywood community in particular. Additionally, Alternative 2 would provide no affordable housing units to address the City's affordable housing crisis. As such, Alternative 2 would not satisfy many of the Project Objectives.

While Alternative 2 would reduce some the Project's impacts, it would not reduce the unavoidable significant environmental impacts. Additionally, Alternative 2 would not meet many of the Project objectives. Therefore, it is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible Alternative 2, as described in the Draft EIR.

iii. Alternative 3 – Senior Housing Alternative

Alternative 3 would include the construction of two five-story buildings, one on the East Site and one on the West Site, similar to the Project. On the West Site, Alternative 3 would be developed exactly the same as the Project with the same program, density, height, FAR, and three levels of subterranean parking. Specifically, as with the Project (as originally described in the Draft EIR), Alternative 3 would include the development of 142 residential units and approximately 16,000 square feet of neighborhood-serving commercial uses that would include up to 5,000 square feet of restaurant uses within the West Site. On the East Site, Alternative 3 would include the same density, FAR and height as the Project, with 94 residential units and 14,000 square feet of commercial uses. However, the 94 residential units provided on the East Site would be market rate senior independent housing rather than the market rate and affordable housing units proposed by the Project for the East Site. In addition, the ground floor commercial uses proposed on the East Site would comprise 5,000 square feet of restaurant uses, 6,000 square feet of retail uses, and 3,000 square feet of pharmacy uses to complement the senior housing units above.
Due to the change in the type of housing proposed on the East Site only one level of subterranean parking would be required within the East Site as opposed to the three levels of subterranean parking analyzed under the Project. Therefore, less excavation and soil export would be required under this Alternative due to the reduction in the number of subterranean parking levels on the East Site, which would reduce the construction duration for Alternative 3. Architectural elements, lighting and signage, and access to and within the Project Site would be similar to that of the Project.

Although the amount of excavation would be reduced, peak daily construction activity during the site grading/excavation phase would be similar to the Project, and therefore, Alternative 3 would have similar impacts related to on-site noise during construction, on-site vibration during construction (pursuant to the threshold for human annoyance), off-site cumulative noise from haul trucks, and off-site vibration (pursuant to the threshold for human annoyance) during construction as the Project. However, Alternative 3 would reduce some of the Project's less-than-significant and less-than-significant with mitigation impacts, including impacts associated with aesthetics during construction; air quality during construction; operational regional and localized air quality emissions; greenhouse gas emissions; cultural resources (archaeological and paleontological resources); geology and soils; operational off-site noise; public services (schools); and traffic during construction and operation. All other impacts would be similar to those of the Project.

Although Alternative 3 would achieve most of the Project's objectives, Alternative 3 would not meet the Project objective of providing an affordable housing component to address the City's affordable housing crisis to the same degree as the Project.

While Alternative 3 would reduce some the Project's impacts, it would not reduce the unavoidable significant environmental impacts. Additionally, Alternative 3 would not meet all of the Project objectives and would fail to provide the desired level of affordable housing on the Project Site. Therefore, it is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible Alternative 3, as described in the Draft EIR.

iv. Alternative 4 – Reduced Height/Reduced Density Alternative

Like the Project, Alternative 4 would replace the existing 39,939 square feet of low-rise commercial uses and surface parking on the Project Site with two mixed-use buildings, one on the East Site and one on the West Site. However, Alternative 4 would not include any deed-restricted affordable housing units, and therefore would not qualify for increased residential density and FAR through an SB 1818 density bonus and approval of incentives. Instead, Alternative 4 would include a request for a zone change on the Project Site from the existing C4-1D zone to the RAS4-1 zone, to allow construction of 178 market rate residential units and 30,000 square feet of commercial uses as permitted under the RAS4-1 zone. The proposed buildings under Alternative 4 would be only four stories above grade as compared to the five-story Project. The ground floor commercial square footages under Alternative 4 would remain the same as the commercial square footages for the Project. However, Alternative 4 would include two subterranean levels of parking under both the West Site and East Site rather than three as proposed under the Project. Therefore, under this Alternative, less excavation and soil hauling would be required due to the reduction in the number of subterranean parking levels. Architectural elements, lighting and signage, landscaping elements, and access to and within the Project Site would also be similar to that of the Project. In addition, the overall construction duration under Alternative 4 would be shorter than that of the Project.

Due to similar peak daily construction operations during the site grading/excavation phase, Alternative 4 would not eliminate the Project's significant environmental impacts related to on-site noise during construction, on-site vibration during construction (pursuant to the threshold for human annoyance), off-site cumulative noise from haul trucks, and off-site vibration (pursuant to the threshold for human annoyance) during construction. In addition, although land use consistency impacts would be less than significant under Alternative 4, impacts would be greater when compared to those of the Project. Alternative 4 would reduce many of the Project's less-than-significant and less-than-significant with mitigation impacts, including impacts associated with aesthetics; views; light and glare; shading; air quality during construction and operation; greenhouse gas emissions; cultural resources (archaeological and paleontological resources); geology and soils; land use compatibility; on-site and off-site noise during operation; public services (police protection, fire protection, schools, libraries, and parks and recreation); traffic during construction and operation; and water supply. All other impacts would be similar to those of the Project.

While Alternative 4 would satisfy the majority of the Project objectives, due to the reduced number of residential dwelling units and elimination of the affordable housing units, Alternative 4 would not achieve the Project objective of providing an affordable housing component to address the City's affordable housing crises. Additionally, Alternative 4 would provide fewer market rate units than the Project, and therefore fail to satisfy the Project objective to provide much needed market multi-family housing proximate to transit.

While Alternative 4 would reduce some the Project's impacts, it would not reduce the unavoidable significant environmental impacts. Additionally, Alternative 4 would not meet all of the Project objectives and would fail to provide affordable housing on the Project Site. Therefore, it is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible Alternative 4, as described in the Draft EIR.

v. Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives. Pursuant to Section 15126.6(c) of the CEQA Guidelines, the analysis below addresses the ability of the alternatives to "avoid or substantially lessen one or more of the significant effects" of the Project.

Of the alternatives analyzed in this Draft 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 on-site noise during construction, on-site vibration during construction (pursuant to the threshold for human annoyance), and off-site vibration (pursuant to the threshold for human annoyance) during construction from haul trucks. In addition, Alternative 1 would avoid the Project's cumulative impacts with regard to off-site vibration (pursuant to the threshold for human annoyance). Further, Alternative 1 would reduce all of the Project's less-than-significant impacts. However, this Alternative would not meet the Project's underlying purpose to revitalize the Project Site by developing a high quality mixed-use development that provides new market rate and deed restricted affordable multi-family housing opportunities that accommodate a range of income needs, and neighborhood-serving small storefront retail and restaurant uses that serve the community and promote walkability, or any of the supporting objectives.

In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior Alternative other than the No Project Alternative (Alternative 1—No Project/No Build Alternative), a comparative evaluation of the remaining alternatives indicates that Alternative 4, the Reduced Height/Reduced Density Alternative, would be the Environmentally Superior Alternative. As discussed above, although Alternative 4 would provide fewer much needed housing and no deed restricted affordable units, it would reduce, but would not avoid, the Project's significant environmental impacts related to noise and vibration (pursuant to the threshold for human annoyance) during construction. Alternative 4 would also reduce, but would not avoid, the Project's cumulative impacts with regard to off-site vibration (pursuant to the threshold for human annoyance). Additionally, this Alternative would reduce many of the Project's less-than-significant impacts.

SECTION X. STATEMENT OF OVERRIDING CONSIDERATIONS

The Final EIR identified the following unavoidable significant impacts: 1) Noise – construction noise; and 2) Noise – construction vibration. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decisions of the public agency allow the occurrence of significant impacts identified in the Final EIR that are not substantially lessened or avoided, the lead agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. Article I of the City's CEQA Guidelines incorporates all of the State CEQA Guidelines contained in Title 15, California Code of Regulations, Sections 15000 et seq. and thereby requires, pursuant to Section 15093(b) of the CEQA Guidelines, 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 identified in

the Final EIR cannot be substantially lessened or avoided. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the Final EIR, the source references in the Final EIR, and other documents and material that constitute the record of proceedings.

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

Summarized below are the benefits, goals and objectives of the Project. These provide the rationale for approval of the proposed Project. Any one of the overriding considerations of economic, social, aesthetic and environmental benefits individually would be sufficient to outweigh the significant unavoidable impacts of the Project and justify the approval, adoption or issuance of all of the required permits, approvals and other entitlements for the Project and the certification of the completed Final EIR. Despite the unavoidable construction-related noise and vibration impacts caused by the construction of the Project, the City approves the Project based on the following contributions of the Project to the community:

- Reducing vehicular trips and promote local and regional mobility objectives by providing a mix of residential and neighborhood-serving retail and restaurant uses within an urbanized area that is supported by public transportation and recreational amenities and commercial services.

- Providing new housing units to help meet the market demand for new housing in Southern California, and the Hollywood community in particular.

- Providing an affordable housing component to address the City's affordable housing crisis.

- Providing new commercial spaces that will be in keeping with the typology and character of the neighborhood and attract high-quality commercial tenants.

- Revitalizing the Project Site with structures whose high-quality design, scale and massing are compatible with adjacent uses, enhance the visual character of the area, and identify with the architecture of Hollywood.

- Enhancing walkability by improving the pedestrian experience through the introduction of new buildings that would feature greater storefront glazing to enhance transparency and connectivity along the street.

- Enhancing the Project Site with landscaped open spaces including street level plazas, landscaping along the street level, landscaped courtyards above the podium level and landscaped roof decks.

- Providing adequate on-site vehicle parking that is predominantly screened from street view as well as bicycle parking to support the residential and neighborhood-serving retail and restaurant uses.

- Providing a sustainable development consistent with the principles of smart growth such as sustainable design features, mixed-use, infill, proximity to transit, and walkability.

- Creating economic vitality in the community through construction jobs, and permanent full-time on-site jobs.

SECTION XI. OTHER CEQA CONSIDERATIONS

A. Growth Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines requires that growth-inducing impacts of a project be considered in an 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 also state that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.

As described in the Initial Study, the originally proposed Project would result in approximately 507 new residents, 236 new households, and 81 new employees, which would represent approximately 0.8 percent, 0.6 percent, and 0.18 percent of the respective population, household, and employment growth projections prepared by the Southern California Association of Governments (SCAG) for the time period between 2014 and the Project's buildout year. Therefore, the Project would be well within SCAG's growth projections for the City of Los Angeles Subregion. Furthermore, the refined Project now includes only 200 units, representing an even smaller proportion of SCAG's overall projected growth for the Subregion. Therefore, growth inducing impacts would be less than significant.

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, the Project would not be considered growth inducing from a short-term employment perspective, but rather the Project would provide a public benefit by providing new employment opportunities during the construction period.

The Project's 30,000 square feet of neighborhood-serving retail and restaurant uses would generate approximately 81 employees. These employment opportunities would include a range of full-time and part-time positions that are typically filled by persons already residing in the vicinity of the workplace, and who generally do not relocate their households due to such employment opportunities. As such, the retail component of the Project would be unlikely to create an indirect demand for additional housing or households in the area. Therefore, given that the Project would not directly contribute to population growth in the Project area and as some of the employment opportunities generated by the Project would be filled by people already residing in the vicinity of the Project Site, the potential growth associated with Project employees who may relocate their place of residence would not be substantial. As such, the Project would not result in a notable increase in demand for new housing, and any new demand, should it occur, would be minor in the context of forecasted growth for the City of Los Angeles or the Hollywood Community Plan area.

The area surrounding the Project Site is already developed with residential, commercial, and institutional uses, and the Project would not remove impediments to growth. While the Project may require local infrastructure upgrades to maintain and improve sewer, electricity, and natural gas lines on-site and in the immediate vicinity of the Project Site, such improvements would be intended primarily to meet Project-related demand, and would not necessitate regional utility infrastructure improvements that have not otherwise been accounted for and planned for on a regional level. Water infrastructure improvements may include installing new hydrants in proximity to the Project Site. These improvements would bring the existing fire water system into compliance with LAMC-required fire flows for the area, and would not create substantial surplus infrastructure capacity that could foster indirect growth. In addition, the Project would not require any major roadway improvements, and access improvements would be limited to driveways necessary to provide immediate access to the Project Site.

Overall, the Project would be consistent with the growth forecast for the City of Los Angeles Subregion, and would be consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of vehicle miles traveled. Moreover, the Project would not involve the development or extension of significant new infrastructure that could foster indirect growth. Therefore, growth-inducing impacts would be less than significant.

B. Significant Irreversible Environmental Changes

In accordance with Section 15126.2(c) of the CEQA Guidelines, an EIR is required to evaluate significant irreversible environmental changes that would be caused by implementation of a proposed project. As stated in CEQA Guidelines Section 15126.2(c), "[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified." The Project would necessarily consume limited, slowly renewable, and non-renewable resources, resulting in irreversible environmental changes. This consumption would occur during construction of the Project and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials and associated solid waste disposal effects on landfills; (2) water; and (3) energy resources (e.g., fossil fuels) for electricity, natural gas, and transportation and the associated impacts related to air quality.

i. Building Materials and Solid Waste

Construction of the Project would require consumption of resources that do not replenish themselves or which may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (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 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.

ii. Water

Water use during construction would be anticipated to be less than the net new water consumption for operation of the Project and would be short-term and intermittent only when required for specified construction activities. In addition, the Project's operational water demand would fall within the projected water supplies for average and the LADWP would be able to meet the water demand for the Project in addition to the existing and planned water demands of its future service area. Furthermore, 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 the irreversible consumption of water, the Project would not result in a significant impact related to water supply.

iii. Energy Consumption and Air Quality

During ongoing operation of the Project, non-renewable fossil fuels would represent the primary energy source, and thus the existing finite supplies of these resources would be incrementally reduced. Fossil fuels, such as diesel, gasoline, and oil, would also be consumed in the use of construction vehicles and equipment. Construction activities for the Project would not require the consumption of natural gas but would require the use of fossil fuels and electricity. As the consumption of fossil fuels would occur on a temporary basis during construction, impacts related to the 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. In addition, the estimates of electrical and natural gas consumption are conservative and do not factor in reductions in consumption from the implementation of energy conservation features. Green building principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program. Energy conservation features incorporated into the Project design include Energy Star appliances, energy efficient lighting technologies, and the incorporation of passive energy-efficiency strategies such as roof overhangs, porches, and inner courtyards. Therefore, with the implementation of energy conservation features, energy would not be used in a wasteful manner and long-term impacts associated with the consumption of fossil fuels would not be significant.

iv. Environmental Hazards

The types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used in mixed-used residential and retail developments. Construction of the Project would also involve the temporary use of potentially hazardous materials. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Thus, any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. In addition, mitigation measures have been incorporated into the Project to ensure that no impacts result from the removal of soils from the Project Site. As such, compliance with regulations and standards as well as the identified mitigation measures would serve to protect against significant and irreversible environmental change that could result from the accidental release of hazardous materials.

In summary, Project construction and operation would require the irretrievable commitment of limited, slowly renewable, and non-renewable resources, which would limit the availability of these resources and the Project Site for future generations or for other uses. However, the consumption of such resources would not be considered substantial and would be consistent with regional and local growth forecasts and development goals for the area. The loss of such resources would not be highly accelerated when compared to existing conditions and such resources would not be used in a wasteful manner. Therefore, although irreversible environmental changes would result from the Project, such changes are concluded to be less than significant.

SECTION XII. GENERAL FINDINGS

1. The City, acting through the Department of City Planning, is the "Lead Agency" for the Project that is 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; Cultural Resources; Geology and Soils; Greenhouse Gas Emissions; Land Use; Noise; Public Services; Traffic, Access, and Parking; and Water Supply. Additionally, the EIR considered Growth Inducing Impacts and Significant Irreversible Environmental Changes. The significant environmental impacts of the Project and the alternatives were identified in the EIR.
3. The City finds that the EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.
4. Textual refinements and errata were compiled and presented to the decision- makers for review and consideration. The City staff has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents associated with project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents would contain errors and would require clarifications and corrections. Second, textual clarifications were necessitated to describe refinements suggested as part of the public participation process.
5. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned response to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.
6. The Final EIR documents changes to the Draft EIR. The Final EIR provides additional information that was not included in the Draft EIR. Having reviewed the information contained in the Draft EIR and the Final EIR and in the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there are no new significant impacts, substantial increase in the severity of a previously disclosed impact, significant information in the record of proceedings or other criteria under CEQA that would require recirculation of the Draft EIR, or preparation of a supplemental or subsequent EIR.

Specifically, the City finds that:

- The Project as originally proposed and analyzed in the Draft EIR was refined in response to comments on the Draft EIR and input from the community. Refinements included a reduction in residential unit count, an increase in vehicle parking spaces and open space, and revisions to the overall massing of the proposed buildings. As part of the Project refinements, and in response to public comments on the Draft EIR, and in conformance with State and City density bonus law, the Project's requested land use entitlements were amended to no longer include a Mixed-Use Conditional Use Permit, and to instead pursue an Off-Menu Density Bonus request to allow the Project's proposed FAR of up to 3:1. These refinements made to the Project do not

create any new significant impacts, substantial increase in the severity of a previously disclosed impact, or significant information in the record of proceedings.

- 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 and documents submitted for the public hearings on the Project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.

7. The mitigation measures identified for the project were included in the Draft and Final EIRs. As revised, the final mitigation measures for the project are described in the Mitigation Monitoring Program (MMP). Each of the mitigation measures identified in the MMP is incorporated into the project. The City finds that the impacts of the Project have been mitigated to less than significance by the feasible mitigation measures identified in the MMP.
8. CEQA requires the Lead Agency approving a project to adopt an MMP or the changes to the project which it has adopted or made a condition of project approval to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City as adopted by the City serves that function. The MMP includes all the mitigation measures and project design features adopted by the City in connection with the approval of the project and has been designed to ensure compliance with such measures during implementation of the project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts the MMP.
9. In accordance with the requirements of Public Resources Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.
10. The custodian of the documents or other material which constitute the record of proceedings upon which the City's decision is based is the City Department of City Planning, Environmental Review Section, 221 N. Figueroa, Suite 1350, Los Angeles, CA 90012.
11. The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.
12. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the project.
13. The EIR is a Project EIR for purposes of environmental analysis of the Project. A Project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the Project by the City and other regulatory jurisdictions.

14. The City finds that none of the public comments to the Draft EIR or subsequent public comments or other evidence in the record, including any changes in the Project in response to input from the community and the Council Office, include or constitute substantial evidence that would require recirculation of the Final EIR prior to its certification and that there is no substantial evidence elsewhere in the record of proceedings that would require substantial revision of the Final EIR prior to its certification, and that the Final EIR need not be recirculated prior to its certification.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

A public hearing was held at City Hall for the proposed project entitlements on June 27, 2018 and was attended by approximately 10 individuals. At the public hearing, testimony was provided by the project applicant and five speakers, with the following groups represented: Hollywood Hills West Neighborhood Council.

Summary of Public Hearing Testimony

At the hearing, the project applicant presented the project features and outlined the extensive public outreach, specifically a commitment to build a project that fits the contextual setting of the area. The applicant outlined the changes to the project as a response to community outreach, particularly through discussions with the neighborhood council. The applicant explained the project's compatibility with the City's goals for economic development, housing and land use.

3 local residents spoke in support of the project.
Support
- Affordable housing component
- Nice architecture
- Attractive landscaping
- Architecturally compatible project

One local business owners in the community, that occupied a storefront within the current site, spoke in favor of the project.
- developer worked with the community and as a result the community likes the design of the buildings.

The council office spoke in favor of the project
- Project is attractive and provides affordable housing.

Communications Received

Two letters of support were received for the project from local residents.

One letter of support was received for the project from Franklin/Hollywood West Residents Association.

One letter of support was received for the project from the Hollywood Hills West Neighborhood Council.

Additional public comments regarding the Draft Environmental Impact Report (EIR) for the project are addressed in the Final EIR:

https://planning.lacity.org/eir/7500Sunset/FEIR/index.

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DATE:
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REVISIONS:

SHEET TITLE:
COVER SHEET

SHEET NUMBER:
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PROJECT INFORMATION

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ARCHITECTURAL ABBREVIATIONS

@	AT	FLR	FLOOR	℄	PROPERTY LINE
Ø	DIAMETER	FMC	FLOOR MATERIAL CHANGE	PIP	PROTECT IN PLACE
		FOC	FACE OF CONCRETE	PLAM	PLASTIC LAMINATE
AB	ANCHOR BOLT	FOF	FACE OF FINISH	PT	PAINT
A/C	AIR CONDITIONING	FOM	FACE OF MASONRY	PTD	PAINTED
ACT	ACOUSTIC CEILING TILE	FOS	FACE OF STUD		
ADA	AMERICANS WITH DISABILITIES ACT	FR	FIRE RESISTIVE	QTY	QUANTITY
		FS	FINISH SURFACE		
ADJ	ADJACENT			R	RADIUS or RISER
AFF	ABOVE FINISH FLOOR	GA	GAGE	RCP	REFLECTED CEILING PLAN
ALT	ALTERNATE	GALV	GALVANIZED	RD	ROOF DRAIN
ALUM	ALUMINUM	GB	GRAB BAR	REF	REFRIGERATOR
APPROX	APPROXIMATELY	GC	GENERAL CONTRACTOR	REQ'D	REQUIRED
ARCH	ARCHITECT	GYP BD	GYPSUM BOARD	REV	REVISION or REVISED
				RM	ROOM
BD	BOARD	HB	HOSE BIBB	ROW	RIGHT OF WAY
BF	BRACE FRAME	HC	HOLLOW CORE	RRM	RESTROOM
BLK	BLOCK	HCW	HOLLOW CORE WOOD		
BM	BEAM	HDR	HEADER	SC	SOLID CORE
BTWN	BETWEEN	HM	HOLLOW METAL	SCW	SOLID CORE WOOD
		HR	HANDRAIL	SF	SQUARE FEET
CAB	CABINET	HT	HEIGHT	SHT	SHEET
℄	CENTER LINE			SHTG	SHEATHING
CL	CLOSET	INS	INSULATION	SIM	SIMILAR
CLG	CEILING	INT	INTERIOR	SL	SLOPE
CLR	CLEAR			ST STL	STAINLESS STEEL
CMU	CONCRETE MASONRY UNIT	JST	JOIST	STL	STEEL
COL	COLUMN			STRUCT	STRUCTURAL
CONC	CONCRETE	LAM	LAMINATE		
CONT	CONTINUOUS	LAV	LAVATORY	T	TREAD
CONTR	CONTRACTOR	LIN	LINOLEUM	TBD	TO BE DETERMINED
CPT	CARPET			TH	THRESHOLD
CRS	COURSES	MAX	MAXIMUM	THK	THICK
CT	CERAMIC TILE	MECH	MECHANICAL	TJ	TRUSS JOIST
		MFR	MANUFACTURER	TO	TOP OF
(D)	DEMOLISH	MIN	MINIMUM	TOC	TOP OF CONCRETE
DAS	DISABLED ACCESS	MISC	MISCELLANEOUS	TOP	TOP OF PLATE
DBL	DOUBLE	MO	MASONRY OPENING	TOS	TOP OF SLAB
DIA	DIAMETER	MTD	MOUNTED	TOSHTG	TOP OF SHEATHING
DIM	DIMENSION	MTL	METAL	TOW	TOP OF WALL
DN	DOWN			TYP	TYPICAL
DS	DOWNSPOUT	N	NOTE		
DWG	DRAWING	(N)	NEW	UNO	UNLESS NOTED OTHERWISE
		NIC	NOT IN CONTRACT		
(E)	EXISTING	NTS	NOT TO SCALE	VCT	VINYL COMPOSITION TILE
ELECT	ELECTRICAL			VERT	VERTICAL
ELEV	ELEVATOR	OC	ON CENTER	VIF	VERIFY IN FIELD
EOS	EDGE OF SLAB	OFCI	OWNER FURNISHED-CONTRACTOR INSTALLED	W/	WITH
EQ	EQUAL	OFOI	OWNER FURNISHED-OWNER INSTALLED	WC	WATER CLOSET
EXT	EXTERIOR	OFVI	OWNER FURNISHED-VENDOR INSTALLED	WD	WOOD
		OH	OVERHEAD	WH	WATER HEATER
FE	FIRE EXTINGUISHER	OPNG	OPENING	WP	WATERPROOF
FF	FINISH FLOOR			WPT	WORK POINT
FIN	FINISH				
FJ	FLOOR JOIST				

ARCHITECTURAL SYMBOLS

- DETAIL
- BUILDING SECTION
- WALL SECTION
- INTERIOR ELEVATION (A / D A900 B / C)
- EXTERIOR ELEVATION
- ELEVATION MARK
- WINDOW MARK (KK)
- DOOR MARK (222.2)
- WALL TYPE (1)
- WORK POINT (WPT)
- NOTE (N13)
- ACCESSIBLE PATH OF TRAVEL
- FENCE
- EXIT SIGN
- ALIGN FINISHES
- SMOKE DETECTOR (SD)
- FIRE EXTINGUISHER (FE)
- AREA DRAIN (AD)
- FLOOR DRAIN (FD)
- FLOOR MATERIAL TRANSITION (FMC)
- SECURITY OPENING

LEGAL DESCRIPTION

LOTS 288 THROUGH 291 INCLUSIVE AND LOTS 305 THROUGH 309 OF TRACT NO. 461, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 18 PAGE 12 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ASSESSOR'S PARCEL NUMBER: 5550-025-014

SHEET INDEX

BUILDING CODES USED

2017 CALIFORNIA BUILDING CODE (TITLE 24 - PART 2) AND LA CITY AMENDMENTS

2017 CALIFORNIA ELECTRICAL CODE (TITLE 24 - PART 3) AND LA CITY AMENDMENTS

2017 CALIFORNIA MECHANICAL CODE (TITLE 24 - PART 4) AND LA CITY AMENDMENTS

2017 CALIFORNIA PLUMBING CODE (TITLE 24 - PART 5) AND LA CITY AMENDMENTS

2017 CALIFORNIA BUILDING ENERGY EFFICIENCY STANDARDS (TITLE 24 - PART 6) AND LA CITY AMENDMENTS

2017 CALIFORNIA FIRE CODE (TITLE 24 - PART 9) AND LA CITY AMENDMENTS

2017 CALIFORNIA GREEN BUILDING STANDARDS CODE (TITLE 24 - PART 11) AND LA CITY AMENDMENTS

2017 CALIFORNIA REFERENCED STANDARDS CODE, PART 12, TITLE 24 C.C.R. LA CITY AMENDMENTS

VICINITY MAP

PROJECT TEAM

OWNER
FARING CAPITAL
8727 MELROSE AVE
WEST HOLLYWOOD, CA 90069
310-657-0890
CONTACT: JASON DANIEL ILLOULIAN

OWNER'S REPRESENTATIVE
EMBRY COMMUNITY DEVELOPMENT NETWORK
323-481-9178
CONTACT: DARREN EMBRY

ARCHITECT
KILLEFER FLAMMANG ARCHITECTS
1625 OLYMPIC BLVD
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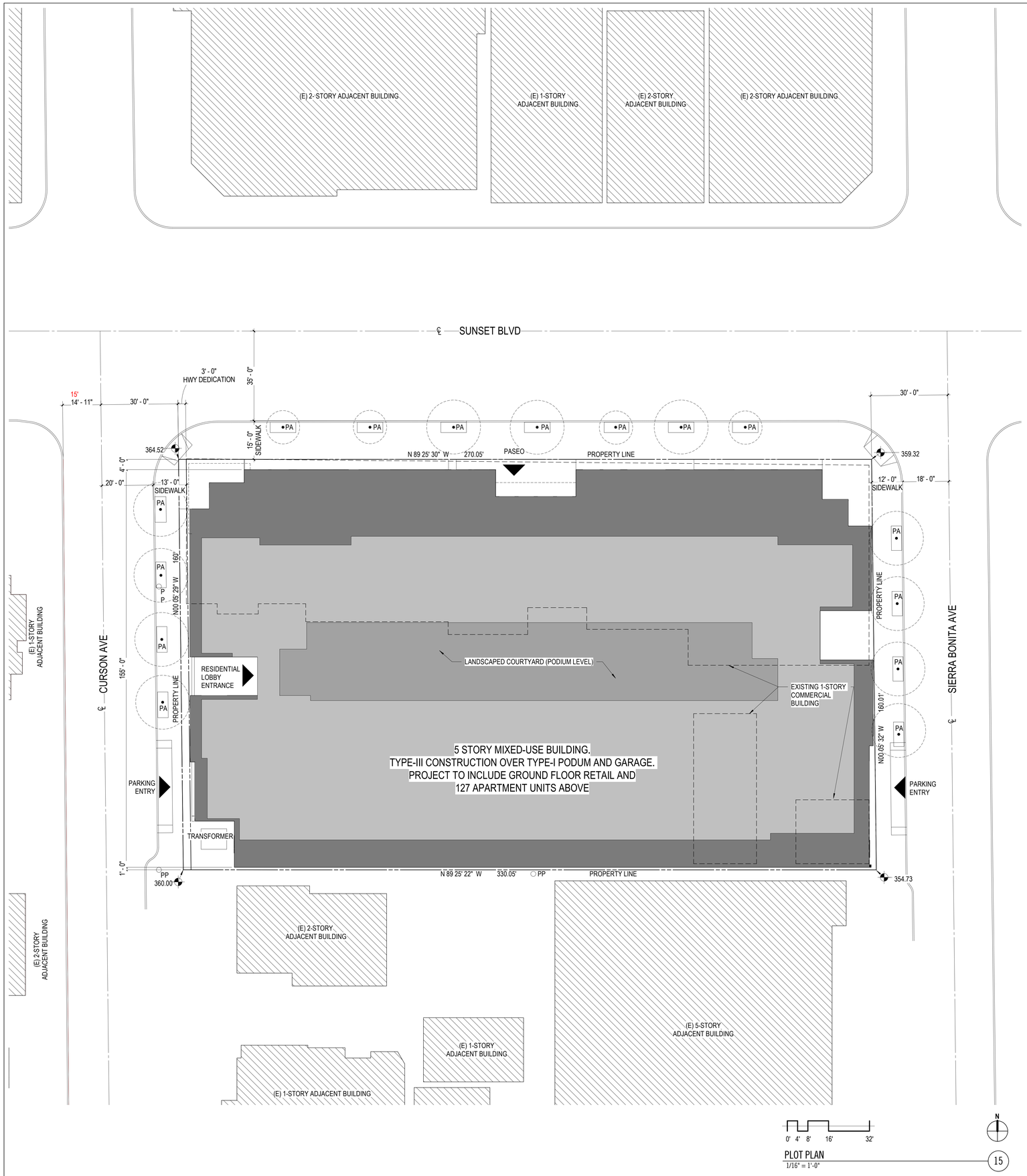
310.399.7975 EXT. 276
CONTACT: JONATHAN WATTS

CIVIL ENGINEER
KPFF CONSULTING ENGINEERS
6080 CENTER DRIVE, SUITE 700
LOS ANGELES, CA 90045
310-655-2800
CONTACT: SARAH SOTELO

LANDSCAPE ARCHITECT
ORANGE STREET STUDIO
4949 HOLLYWOOD BLVD, SUITE 220
LOS ANGELES, CA 90027
323-663-4949
CONTACT: MICHAEL SCHNEIDER

LAND USE CONSULTANT
ARMBRUSTER GOLDSMITH & DELVAC LLP
12100 WILSHIRE BLVD #1600, LA, CA 90025
310-254-9025
CONTACT: DAVE RAND



PLOT PLAN
1/16" = 1'-0"

15

REQUIRED PARKING

REQUIRED PARKING - RESIDENTIAL AUTOMOBILE

UNIT TYPE	QUANTITY	FACTOR	TOTAL REQD
STUDIO	26	1	26
1 BR	74	1	74
2 BR	25	2	50
3 BR	2	2	4
Grand total			154

REQUIRED PARKING - COMMERCIAL AUTOMOBILE

USE	AREA	FACTOR	REQD PARKING
RETAIL	11,000 SF	1 PER 250 SF	44
RESTAURANT	5,000 SF	1 PER 100 SF	50
	16,000 SF		**94**

REQUIRED RESIDENTIAL + COMMERCIAL PARKING = 248 STALLS

PROVIDED PARKING

PROVIDED PARKING - RESIDENTIAL AUTOMOBILE

	G	P1	P2	P3	TOTAL (WEST)	EAST	TOTAL
STANDARD	0	0	0	83	83	43	126
COMPACT	0	0	0	3	3	0	3
TANDEM	0	0	0	21	21	0	21
ACCESSIBLE	0	0	1 VAN 1 CAR	0 VAN 1 CAR	1 VAN 2 CAR	0	1 VAN 2 CAR
ACCESSIBLE EV	0	0	0	0	0	1 CAR	1 CAR
	0	0	2	108	**110**	44	**154**

PROVIDED PARKING - COMMERCIAL AUTOMOBILE

	G	P1	P2	TOTAL
STANDARD	17	50	54	121
COMPACT	9	34	30	73
ACCESSIBLE	2 VAN 2 CAR	0	0	2 VAN 2 CAR
ACCESSIBLE EV	0	1 VAN 1 CAR	1 VAN 1 CAR	2 VAN 2 CAR
	30	86	86	**202**

REQUIRED PARKING FOR WEST PROVIDED AT BOTH BUILDINGS

	RESIDENTIAL	COMMERCIAL
IN 7500 SUNSET - WEST	110	94
IN 7500 SUNSET - EAST	44	0
TOTAL	154	94
GRAND TOTAL	**248**	

BICYCLE PARKING

REQUIRED PARKING - RESIDENTIAL BICYCLE

STALL TYPE	# OF UNITS	FACTOR	REQUIRED PARKING
LONG TERM	127	1.0	127
SHORT TERM	127	0.1	13
			140

PROVIDED PARKING - RESIDENTIAL BICYCLE

STALL TYPE	PROVIDED PARKING
LONG TERM	127
SHORT TERM	13
	140

REQUIRED PARKING - COMMERCIAL BICYCLE

STALL TYPE	AREA (SF)	FACTOR	REQUIRED PARKING
LONG TERM	16,000 SF	1 PER 2,000	8
SHORT TERM	16,000 SF	1 PER 2,000	8
			16

PROVIDED PARKING - COMMERCIAL BICYCLE

STALL TYPE	PROVIDED PARKING
LONG TERM	8
SHORT TERM	8
	16

FAR CALCULATIONS

ALLOWABLE FAR:
= LOT AREA AFTER HIGHWAY DEDICATION
42,726 SF X MULTIPLIER OF 3 = 128,178 SF

PROPOSED FAR:
2.90 :1

LEVEL	FAR	AREA (SF)
1ST FLOOR	COMMERCIAL	16000
1ST FLOOR	RESIDENTIAL	1614
2ND FLOOR	RESIDENTIAL	29779
3RD FLOOR	RESIDENTIAL	29774
4TH FLOOR	RESIDENTIAL	24939
5TH FLOOR	RESIDENTIAL	21718
Grand total		123824

UNIT COUNT (LEASABLE AREA)

UNIT TYPE	COUNT	AREA (SF)
1BR	74	49655 SF
2BR	25	25457 SF
3BR	2	1933 SF
STUDIO	26	13428 SF
Grand total: 127		90472 SF

PROJECT INFORMATION

PROJECT NAME: 7500 SUNSET (WEST)

ADDRESS: 7550-7580 SUNSET BLVD
LOS ANGELES, CA 90046

OWNER: FARING

PROJECT DESCRIPTION: 5 STORY MIXED USE BUILDING WITH GROUND FLOOR RESTAURANT / RETAIL, 3 LEVELS OF SUBTERRANEAN PARKING AND 127 RESIDENTIAL UNITS

CONSTRUCTION TYPE: 4-STORIES TYPE-III OVER TYPE-I PODIUM AND GARAGE

ZONING: C4-1D

FLOOD ZONE: NONE

GROSS LOT AREA: 43,206 SF

NET LOT AREA: (AFTER HWY DEDICATION) 42,726 SF

ALLOWABLE DENSITY: 400 SF PER DWELLING UNIT PER LAMC 12.16
42,726 / 400 = 107 UNITS ALLOWED
W/ 35% DENSITY BONUS = 145 UNITS ALLOWED

PROPOSED DENSITY: 127 UNITS INCLUDING 15 VL INCOME UNITS

TOTAL PROJECT (EAST AND WEST SITES) INCLUDES 20 VL INCOME UNITS, OR 11% OF COMBINED BASE DENSITY, WHICH ALLOWS 35% DENSITY BONUS. PROJECT IS ONLY SEEKING 17% DENSITY BONUS.

ALLOWABLE BLDG HEIGHT: UNLIMITED HEIGHT PER LAMC
85'-0" PER LABC

PROPOSED BLDG HEIGHT: 66'-9" PER LAMC

SETBACKS: FRONT: NONE REQUIRED

SIDE: NOT REQUIRED ALONG SUNSET PER MIXED-USE EXCEPTION; OTHERWISE, 5'-0" + 1'-0" PER STORY ABOVE 2ND FLOOR = 8'-0" @ 1ST LEVEL OF RESIDENTIAL USE

REAR: NO REAR YARD

OCCUPANCY TYPE: R2, B

OPEN SPACE CALCULATIONS

REQUIRED OPEN SPACE

UNIT TYPE	QTY	REQ'D OPEN SPACE
STUDIO	26	2,600 SF
1 BR	74	7,400 SF
2 BR	25	3,125 SF
3 BR	2	350 SF
Grand total	127	13,475 SF

PROVIDED OPEN SPACE - WEST

NAME	QTY	AREA (SF)
COMMON OPEN SPACE: COURTYARD	3	6464
COMMON OPEN SPACE: ROOF DECK	3	1754
		8218
PRIVATE OPEN SPACE: BALCONY	64	3200
		3200
Grand total		11418

PROVIDED OPEN SPACE - COMBINED

	7500 SUNSET - EAST (SF)	7500 SUNSET - WEST (SF)	COMBINED (SF)
COMMON	9,022	8,218	17,240
PRIVATE	850	3,200	4,050
TOTAL	9,872	11,418	**21,290**
REQD BY CODE	7,750	13,475	**21,225**
EXCESS OF REQD	2,122	-2,057	**65**

NOTE:
THIS PROJECT IS NOT TAKING ANY OPEN SPACE REDUCTIONS.

OPEN SPACE PROVIDED AT TOTAL PROJECT (EAST AND WEST SITES) EXCEEDS OPEN SPACE REQUIREMENT BY 65 SF.

OPEN SPACE REQUIREMENTS PER LAMC 12.21 G:

100 SF/UNIT < 3 HABITABLE ROOMS (STUDIO & 1 BR UNITS)
125 SF/UNIT = 3 HABITABLE ROOMS (2 BR UNITS)
175 SF/UNIT > 3 HABITABLE ROOMS (3 BR UNITS)

NOTE:
1. A KITCHEN IS NOT CONSIDERED A HABITABLE ROOM FOR PURPOSES OF CALCULATING OPEN SPACE.

PERCENT OF LANDSCAPED OPEN SPACE
LANDSCAPED AREA = 25% OF REQUIRED COMBINED COMMON OPEN SPACE = (21,225 SF x 50%) 25% = 2,653 SF

LEGEND

- PROPOSED GROUND FLOOR FOOTPRINT
- PROPOSED UPPER FLOORS FOOTPRINT
- EXISTING NEIGHBORHOOD BUILDINGS (NOT A PART)
- PA — LANDSCAPE AREA
- INDICATES STRUCTURES TO BE DEMOLISHED
- SHORT TERM BIKE STALL FOR TWO BIKES
- PP — POWER POLE
- ACCESSIBLE PATH OF TRAVEL

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PLOT PLAN

SHEET NUMBER:
G002

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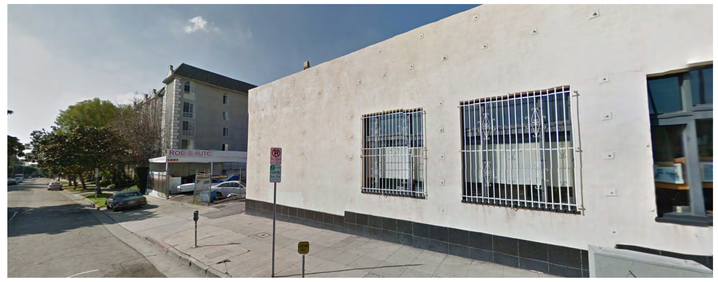
SITE PHOTO A
1" = 1'-0"
A

SITE PHOTO F
1" = 1'-0"
F



SITE PHOTO H
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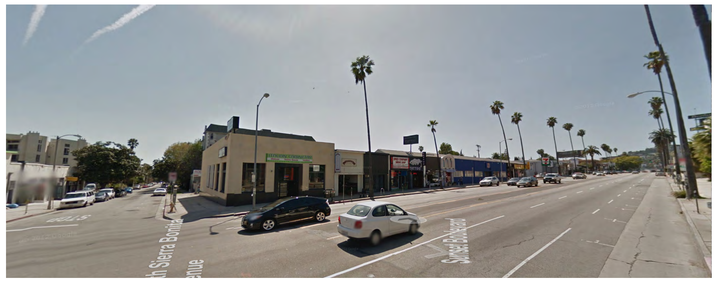
H

SITE PHOTO B
1" = 1'-0"
B



SITE PHOTO G
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G

SITE PHOTO I
1" = 1'-0"
I

SITE PHOTO C
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C

SITE PHOTO D
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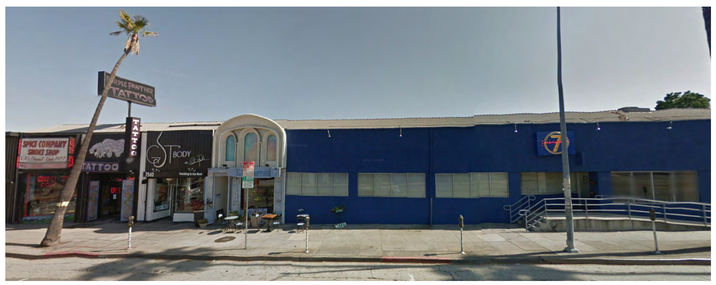
D



SITE PHOTO E
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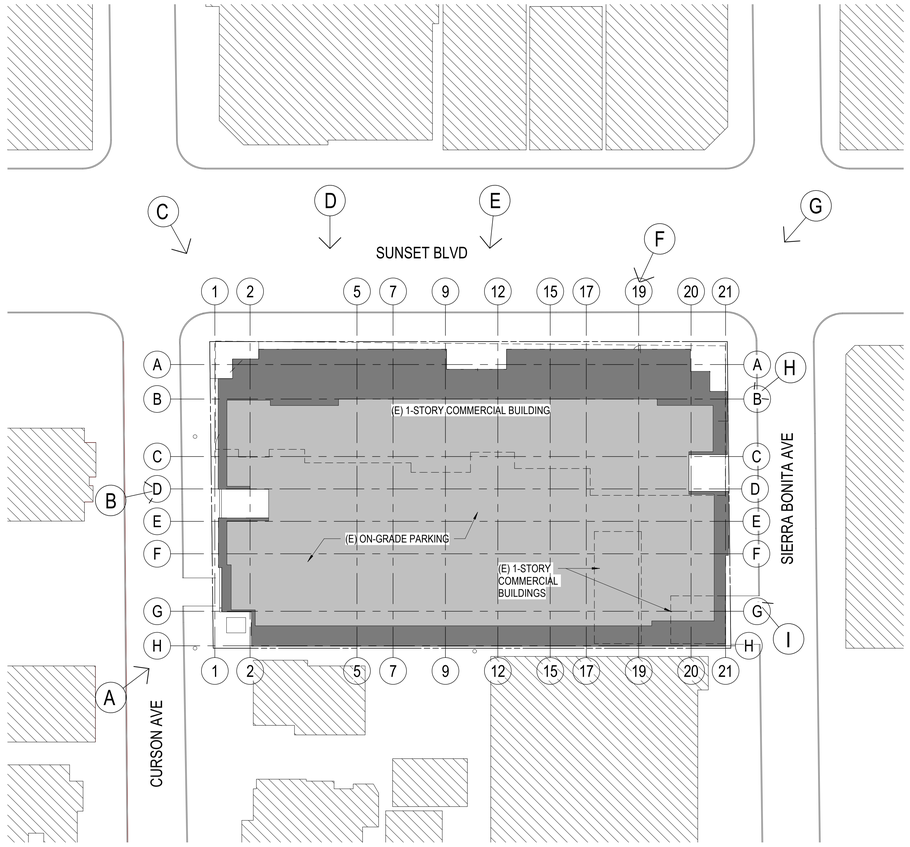
E



SITE PHOTOS KEYPLAN
1/32" = 1'-0"
1

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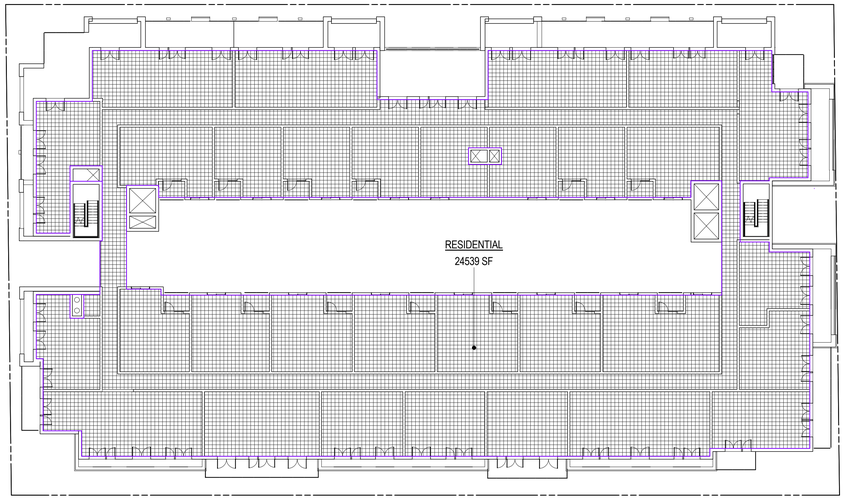
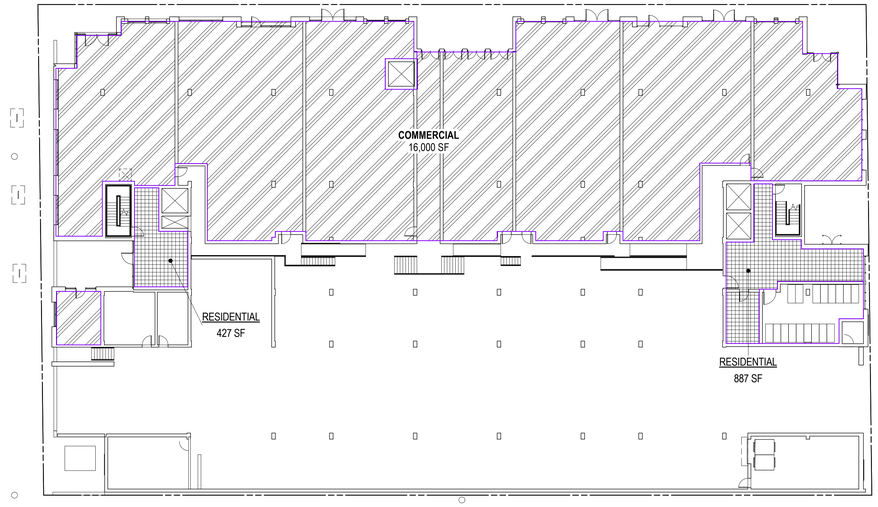
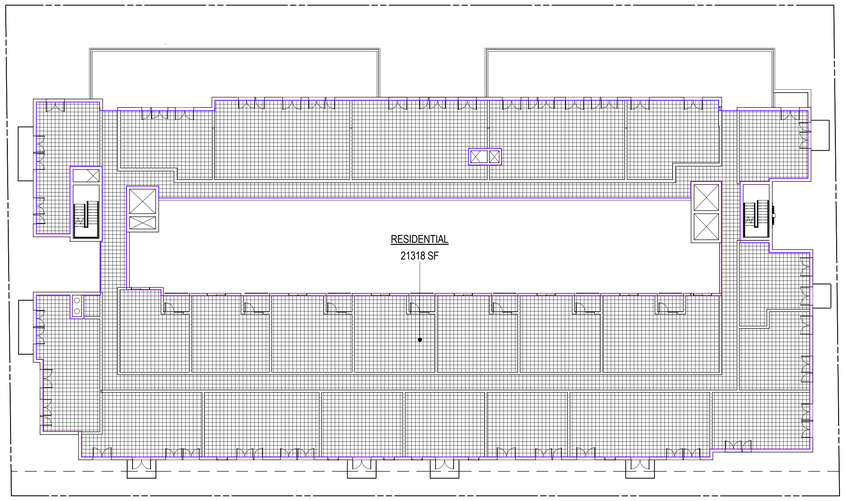


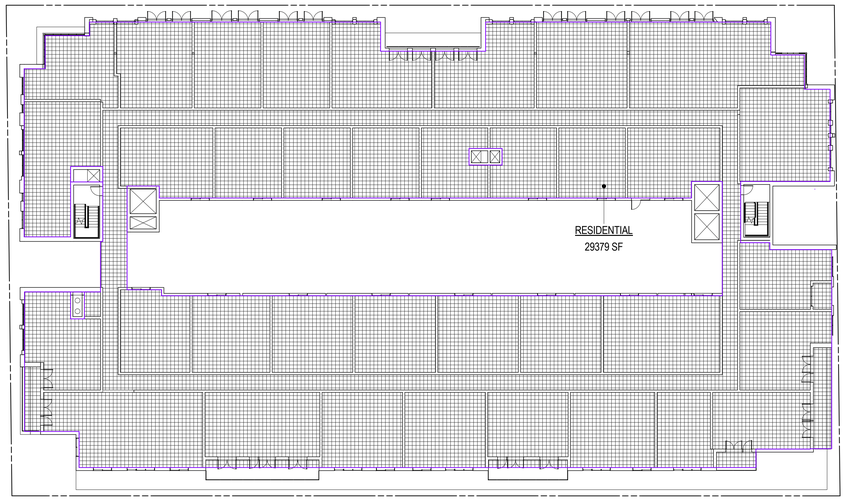
4TH FLOOR FAR DIAGRAM
1" = 20'-0"
4



1ST FLOOR FAR DIAGRAM
1" = 20'-0"
1

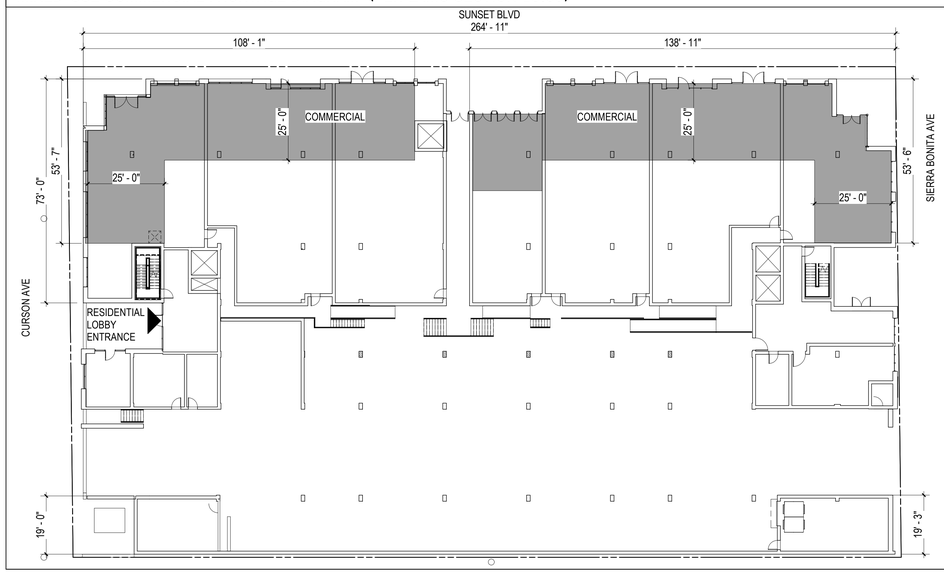


5TH FLOOR FAR DIAGRAM
1" = 20'-0"
5



2ND FLOOR FAR DIAGRAM
1" = 20'-0"
2

MIXED-USE COMMERCIAL FRONTAGE DIAGRAM (PER LAMC SECTION 13.09)



SUNSET BLVD
COMMERCIAL FRONTAGE PERCENTAGE =

(246' 7") / (265' - 2") = 0.923

0.923 X 100 = **92.3%** > 35%

CURSON AVE
COMMERCIAL FRONTAGE PERCENTAGE =

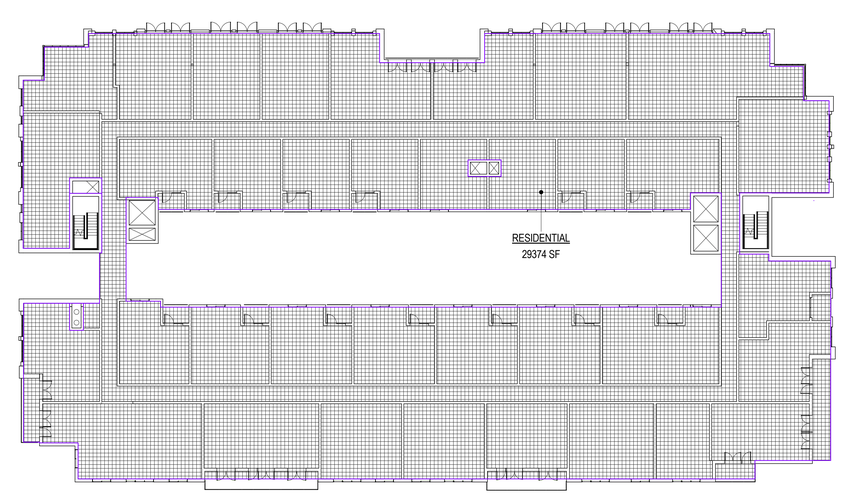
(53'-7") / (74'-5" + 21'-1" + 20'-0") = 0.475

0.464 X 100 = **46.4%** > 35%

N SIERRA BONITA AVE
COMMERCIAL FRONTAGE PERCENTAGE =

(53'-6") / (113' - 7" + 19'-3") = 0.403

0.403 X 100 = **40.3%** >35%



3RD FLOOR FAR DIAGRAM
1" = 20'-0"
3

PROVIDED FAR

ALLOWABLE FAR:
= LOT AREA AFTER HIGHWAY DEDICATION
42,726 SF X MULTIPLIER OF 3 = 128,178 SF

PROPOSED FAR:
2.90 :1

LEVEL	FAR	AREA (SF)
1ST FLOOR	COMMERCIAL	16000
1ST FLOOR	RESIDENTIAL	1614
2ND FLOOR	RESIDENTIAL	29779
3RD FLOOR	RESIDENTIAL	29774
4TH FLOOR	RESIDENTIAL	24939
5TH FLOOR	RESIDENTIAL	21718
Grand total		123824

SHEET NOTES

MEASUREMENT PER LAMC 12.03:
AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

LEGEND

- COMMERCIAL
- RESIDENTIAL
- SHAFT (NOT FAR)

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SHEET TITLE:
FAR CALCULATIONS / MIXED-USE DIAGRAM

SHEET NUMBER:
G020
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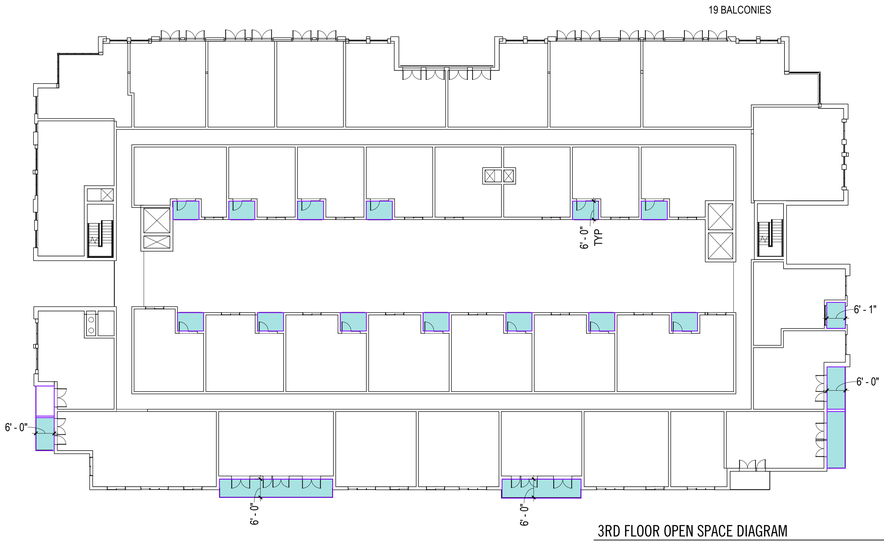
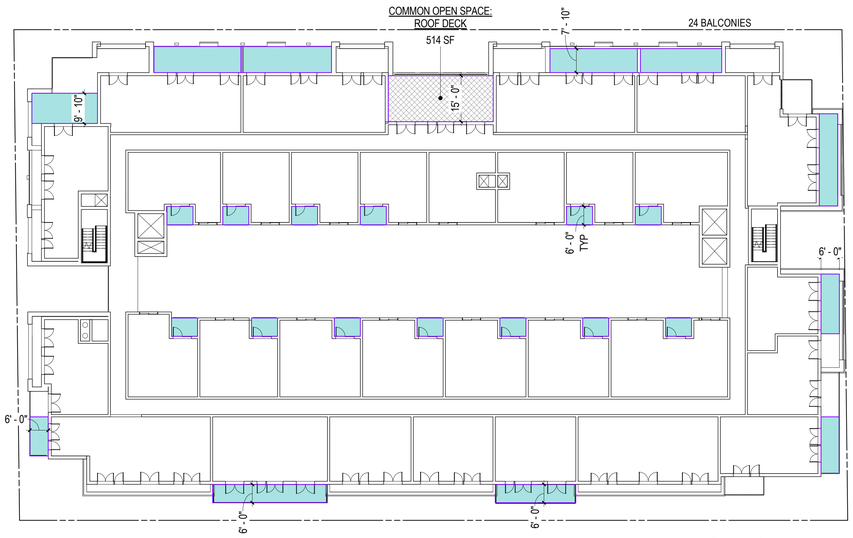
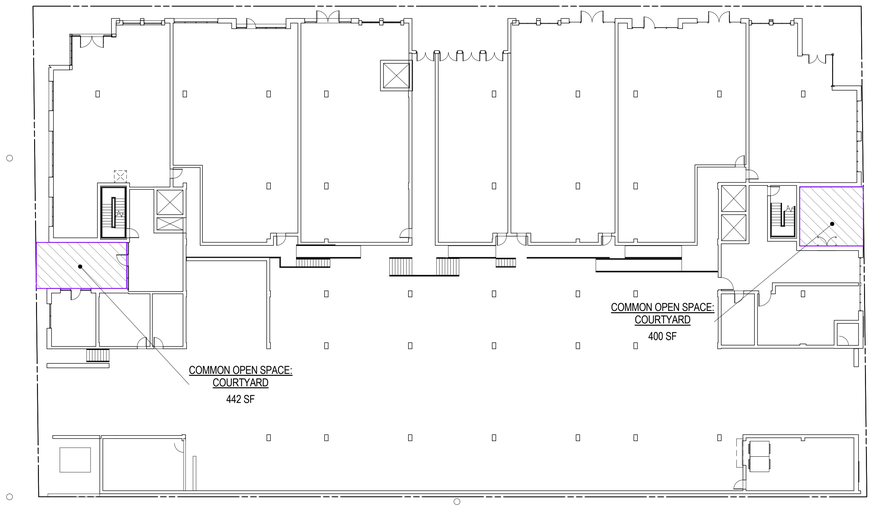


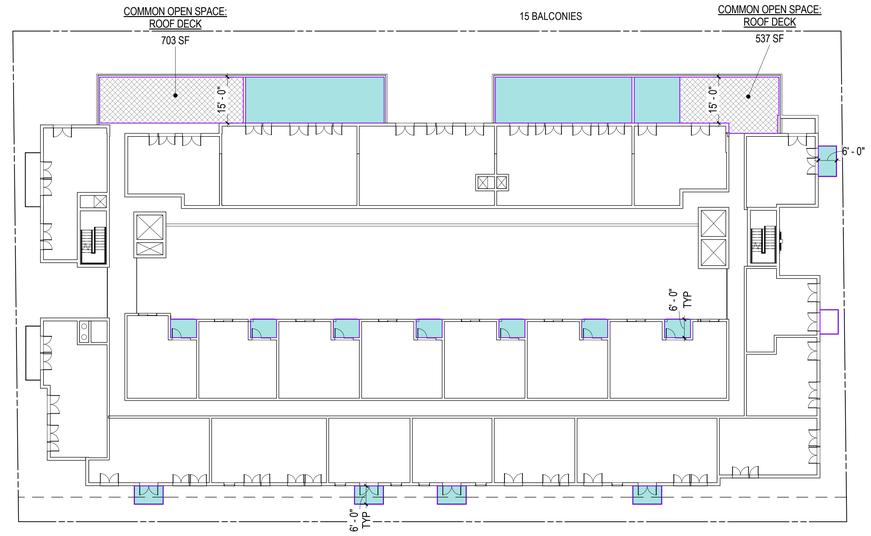
3RD FLOOR OPEN SPACE DIAGRAM
1" = 20'-0"
21



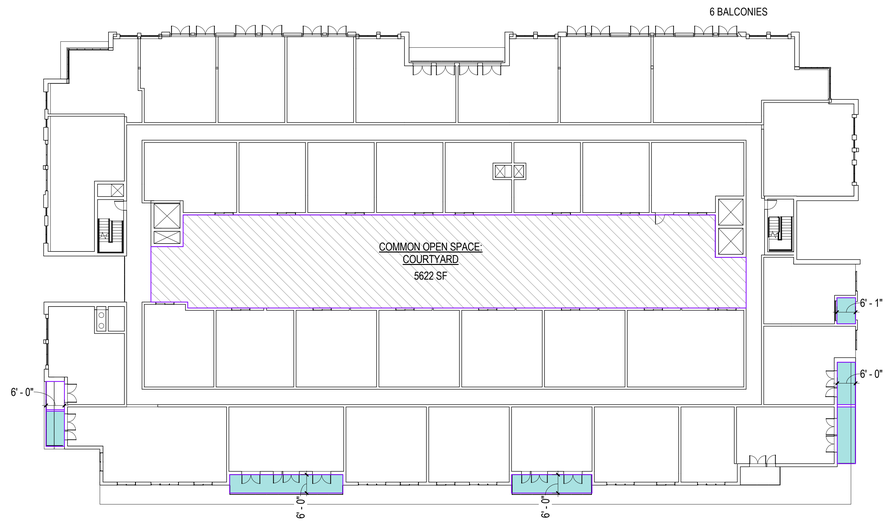
4TH FLOOR OPEN SPACE DIAGRAM
1" = 20'-0"
23



1ST FLOOR OPEN SPACE DIAGRAM
1" = 20'-0"
3



5TH FLOOR OPEN SPACE DIAGRAM
1" = 20'-0"
25



2ND FLOOR OPEN SPACE DIAGRAM
1" = 20'-0"
10

PROPOSED OPEN SPACE - COMBINED

	7500 SUNSET - EAST (SF)	7500 SUNSET - WEST (SF)	COMBINED (SF)
COMMON	9,022	8,218	17,240
PRIVATE	850	3,200	4,050
TOTAL	9,872	11,418	**21,290**
REQD BY CODE	7,750	13,475	**21,225**
EXCESS OF REQD	2,122	-2,057	**65**

REQUIRED OPEN SPACE

UNIT TYPE	QTY	REQ'D OPEN SPACE
STUDIO	26	2,600 SF
1 BR	74	7,400 SF
2 BR	25	3,125 SF
3 BR	2	350 SF
Grand total	127	13,475 SF

PROPOSED OPEN SPACE

NAME	QTY	AREA (SF)
COMMON OPEN SPACE: COURTYARD	3	6464
COMMON OPEN SPACE: ROOF DECK	3	1754
		8218
PRIVATE OPEN SPACE: BALCONY	64	3200
		3200
Grand total		11418

OPEN SPACE PROVIDED AT TOTAL PROJECT (EAST AND WEST SITES) EXCEEDS OPEN SPACE REQUIREMENT BY 65 SF.

OPEN SPACE REQUIREMENTS PER LAMC 12.21 G:

100 SF/UNIT < 3 HABITABLE ROOMS (STUDIO & 1 BR UNITS)
125 SF/UNIT = 3 HABITABLE ROOMS (2 BR UNITS)
175 SF/UNIT > 3 HABITABLE ROOMS (3 BR UNITS)

NOTE:
1. A KITCHEN IS NOT CONSIDERED A HABITABLE ROOM FOR PURPOSES OF CALCULATING OPEN SPACE.

PERCENT OF LANDSCAPED OPEN SPACE
LANDSCAPED AREA = 25% OF REQUIRED COMBINED COMMON OPEN SPACE = (21,225 SF x 50%) 25% = 2,653 SF

LEGEND

- COMMON OPEN SPACE: COURTYARD
- COMMON OPEN SPACE: ENTRY COURT
- COMMON OPEN SPACE: ROOF DECK
- PRIVATE OPEN SPACE: BALCONY

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SHEET TITLE:
OPEN SPACE CALCULATIONS

SHEET NUMBER:
G021
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REQUIRED PARKING - RESIDENTIAL

UNIT TYPE	QUANTITY	FACTOR	TOTAL REQD
STUDIO	26	1	26
1 BR	74	1	74
2 BR	25	2	50
3 BR	2	2	4
Grand total			154

REQUIRED PARKING - COMMERCIAL AUTOMOBILE

USE	AREA	FACTOR	REQD PARKING
RETAIL	11,000 SF	1 PER 250 SF	44
RESTAURANT	5,000 SF	1 PER 100 SF	50
	16,000 SF		**94**

PROVIDED PARKING - RESIDENTIAL AUTOMOBILE

	G	P1	P2	P3	TOTAL (WEST)	EAST	TOTAL
STANDARD	0	0	0	83	83	43	126
COMPACT	0	0	0	3	3	0	3
TANDEM	0	0	0	21	21	0	21
ACCESSIBLE	0	0	1 VAN 1 CAR	0 VAN 1 CAR	1 VAN 2 CAR	0	1 VAN 2 CAR
ACCESSIBLE EV	0	0	0	0	0	1 CAR	1 CAR
	0	0	2	108	**110**	44	**154**

PROVIDED PARKING - COMMERCIAL AUTOMOBILE

	G	P1	P2	TOTAL
STANDARD	17	50	54	121
COMPACT	9	34	30	73
ACCESSIBLE	2 VAN 2 CAR	0	0	2 VAN 2 CAR
ACCESSIBLE EV	0	1 VAN 1 CAR	1 VAN 1 CAR	2 VAN 2 CAR
	30	86	86	**202**

94 FOR WEST
82 FOR EAST
26 EXCESS STALLS
202 TOTAL

REQUIRED PARKING FOR WEST PROVIDED AT BOTH BUILDINGS

	RESIDENTIAL	COMMERCIAL
IN 7500 SUNSET - WEST	110	94
IN 7500 SUNSET - EAST	44	0
TOTAL	154	94
GRAND TOTAL	**248**	

GREEN PARKING REQUIREMENTS - RESIDENTIAL

154 PROVIDED RESIDENTIAL STALLS X 5% = **8 EV STALLS** REQUIRED AND PROVIDED
(INCLUDING ONE STALL W/ SIDE AISLE PER 4.106.4.2.2, 2017 CA GREEN BUILDING STANDARDS CODE)

GREEN PARKING REQUIREMENTS - COMMERCIAL

5 EV STALLS REQUIRED AND PROVIDED
(PER TABLE 5.106.5.3.3, 2017 CA GREEN BUILDING STANDARDS CODE, INCLUDING 1 VAN ACCESSIBLE AND 1 STANDARD ACCESSIBLE STALL PER LABC TABLE 11B-228.3.2.1)

CLEAR AIR VEHICLE STALLS: **16 STALLS** REQUIRED AND PROVIDED
(PER TABLE 5.106.5.2, 2017 CA GREEN BUILDING STANDARDS CODE)

ACCESSIBLE PARKING REQUIREMENTS - RESIDENTIAL

PER LABC 1109A.3, ACCESSIBLE PARKING SHALL BE PROVIDED FOR 2% OF MULTIFAMILY DWELLING UNITS

154 RESIDENTIAL x 2% = 4 REQUIRED ACCESSIBLE STALLS
(INCLUDING ONE VAN SPACES)

PROVIDED ACCESSIBLE SPACES: 2 ADA VAN + 2 ADA CAR
(NOTE: NO GUEST PARKING PROVIDED IN THIS PROJECT)

ACCESSIBILE PARKING REQUIREMENTS - COMMERCIAL

PER LABC TABLE 11B-6, FOR 94 TOTAL COMMERCIAL PARKING STALLS: 4 REQUIRED AND PROVIDED ACCESSIBLE STALLS

(INCLUDING TWO VAN SPACES)

PROVIDED PARKING - RESIDENTIAL & COMMERCIAL

	7500 SUNSET - EAST			7500 SUNSET - WEST			COMBINED
STALL TYPE	**RESIDENTIAL**	**COMMERCIAL**	**TOTAL**	**RESIDENTIAL**	**COMMERCIAL**	**TOTAL**	
STANDARD	115	0	115	83	121	204	319
COMPACT	4	0	4	3	73	76	80
TANDEM	13	0	13	21	0	21	34
ACCESSIBLE	2	4	6	3	4	7	13
EV	2	0	2	0	4	4	6
GRAND TOTAL	**136**	**4**	**140**	**110**	**202**	**312**	**452**

REQ'D BY CODE	87	86	173	154	94	248	421
PARKING PROVIDED IN EXCESS OF REQUIRED							**31**
WITH BICYCLE REDUCTION							
REQ'D BY CODE	79	69	148	139	76	215	363
PARKING PROVIDED IN EXCESS OF BICYCLE REDUCTION (ALLOWED BUT NOT TAKEN)							**89**

NOTE:
THIS PROJECT IS NOT TAKING ANY VEHICULAR PARKING REDUCTIONS BASED ON THE BICYCLE ORDINANCE

EAST BUILDING

COMMERCIAL BICYCLE REDUCTION (FOR INFORMATIONAL PURPOSES ONLY)
* CODE REQUIRED AUTOMOBILE PARKING SPACES: **86**
* CODE REQUIRED LONG TERM BICYCLE PARKING SPACES: **7**

MAX AUTO REDUCTION ALLOWED: 20% OF 86 = **17 AUTOMOBILE STALLS**

BICYCLE SPACES REQUIRED FOR REDUCTION: 17 X 4 = **68 BICYCLE STALLS**

7 PROVIDED BICYCLE STALLS + 61 ADDT'L BICYCLE STALLS NEEDED FOR REDUCTION

TOTAL AUTO SPACES REQUIRED AFTER REDUCTION: 86 - 17 = **69 AUTOMOBILE STALLS**

RESIDENTIAL BICYCLE REDUCTION (FOR INFORMATIONAL PURPOSES ONLY)
* CODE REQUIRED AUTOMOBILE PARKING SPACES: **87**
* CODE REQUIRED LONG TERM BICYCLE PARKING SPACES: **73**

MAX AUTO REDUCTION ALLOWED: 10% OF 87 = **8 AUTOMOBILE STALLS**

BICYCLE SPACES REQUIRED FOR REDUCTION: 8 X 4 = **24 BICYCLE STALLS**

73 PROVIDED BICYCLE STALLS > 24 BICYCLE STALLS NEEDED FOR REDUCTION, THEREFORE REDUCTION IS ALLOWED

TOTAL AUTO SPACES REQUIRED AFTER REDUCTION: 87 - 8 = **79 AUTOMOBILE STALLS**

WEST BUILDING

COMMERCIAL BICYCLE REDUCTION (FOR INFORMATIONAL PURPOSES ONLY)
* CODE REQUIRED AUTOMOBILE PARKING SPACES: **94**
* CODE REQUIRED LONG TERM BICYCLE PARKING SPACES: **8**

MAX AUTO REDUCTION ALLOWED: 20% OF 94 = **18 AUTOMOBILE STALLS**

BICYCLE SPACES REQUIRED FOR REDUCTION: 18 X 4 = **72 BICYCLE STALLS**

8 PROVIDED BICYCLE STALLS + 64 ADDT'L BICYCLE STALLS NEEDED FOR REDUCTION

TOTAL AUTO SPACES REQUIRED AFTER REDUCTION: 94 - 18 = **76 AUTOMOBILE STALLS**

RESIDENTIAL BICYCLE REDUCTION (FOR INFORMATIONAL PURPOSES ONLY)
* CODE REQUIRED AUTOMOBILE PARKING SPACES: **154**
* CODE REQUIRED LONG TERM BICYCLE PARKING SPACES: **127**

MAX AUTO REDUCTION ALLOWED: 10% OF 154 = **15 AUTOMOBILE STALLS**

BICYCLE SPACES REQUIRED FOR REDUCTION: 15 X 4 = **60 BICYCLE STALLS**

127 PROVIDED BICYCLE STALLS > 60 BICYCLE STALLS NEEDED FOR REDUCTION, THEREFORE REDUCTION IS ALLOWED

TOTAL AUTO SPACES REQUIRED AFTER REDUCTION: 154 - 15 = **139 AUTOMOBILE STALLS**

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SUBMITTAL:

JOB NUMBER:
17019
DATE:
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SHEET TITLE:
PARKING CALCS

SHEET NUMBER:
G022

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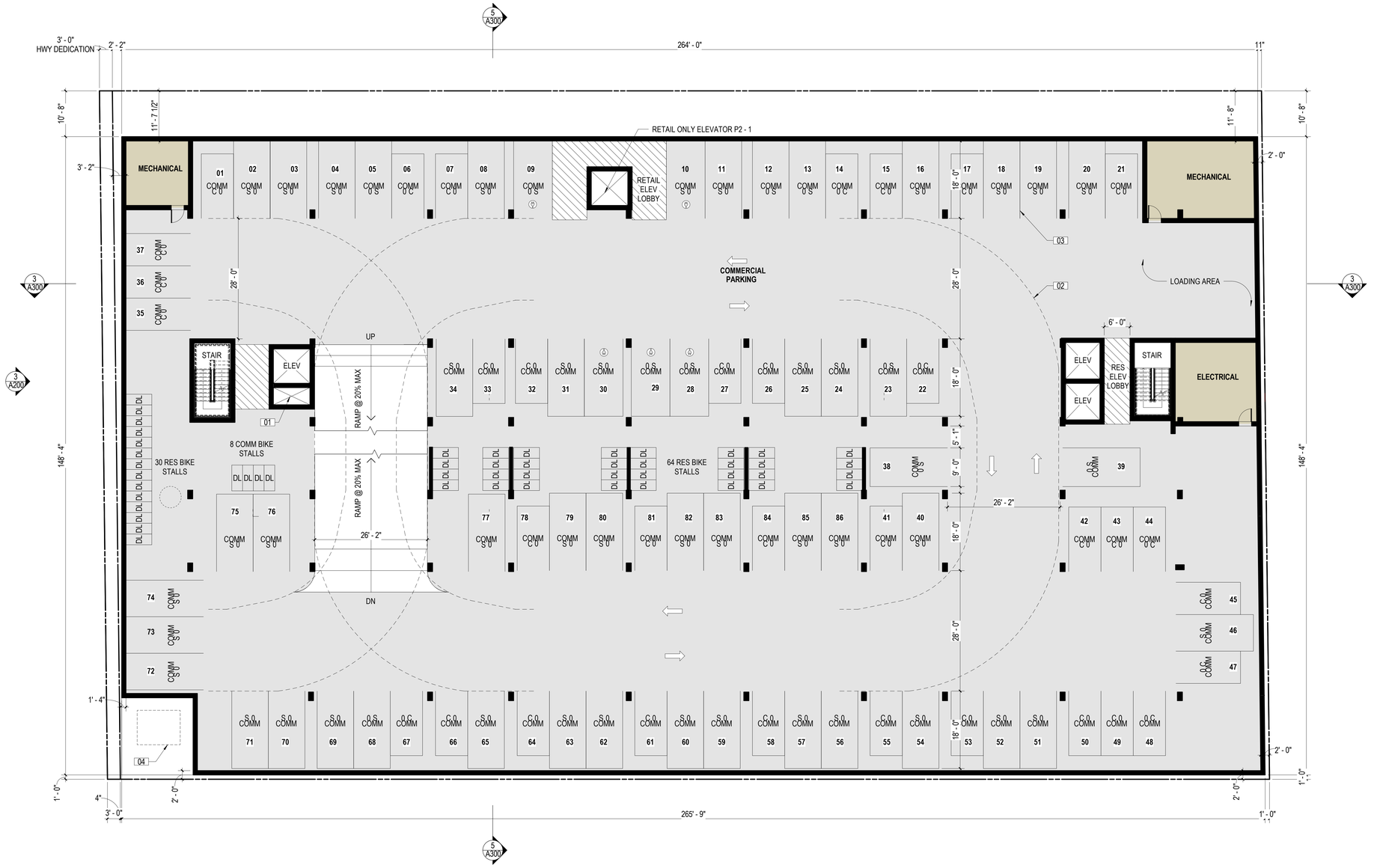

0' 4' 8' 16' 32'

N

P1 LEVEL
3/32" = 1'-0"

5

NOTES

01 GARAGE EXHAUST SHAFT
02 LINE OF REQD TURNING RADIUS FOR MORE THAN 25 CARS
03 PARKING SPACE STRIPING
04 TRANSFORMER ABOVE

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

B. PROVIDE MIN 8'-2" CLEARANCE HEIGHT AT HANDICAP DRIVE AISLE AND PARKING SPACES. PROVIDE MIN 7'-0" CLEARANCE AT ALL OTHER GARAGE LOCATIONS.

PARKING SCHEDULE - P1

P1 LEVEL	
COMMERCIAL	
(1) STANDARD	52
(2) COMPACT	34
	86
Grand total	86

@ P1 LEVEL:
51 STACKED BICYCLE STALLS
= 94 LONG TERM RESIDENTIAL BICYCLE STALLS &
8 COMMERCIAL BICYCLE STALLS

LEGEND

RES	RESIDENTIAL PARKING STALL
COMM	COMMERCIAL PARKING STALL
S	STANDARD PARKING STALL
C	COMPACT PARKING STALL
	ACCESSIBLE PARKING STALL
	ELECTRICAL VEHICLE PARKING STALL
DL	DOUBLE TIER LONG TERM BIKE PARKING SPACE

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JOB NUMBER: 17019
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SHEET TITLE: **P1 LEVEL**

SHEET NUMBER: **A101**

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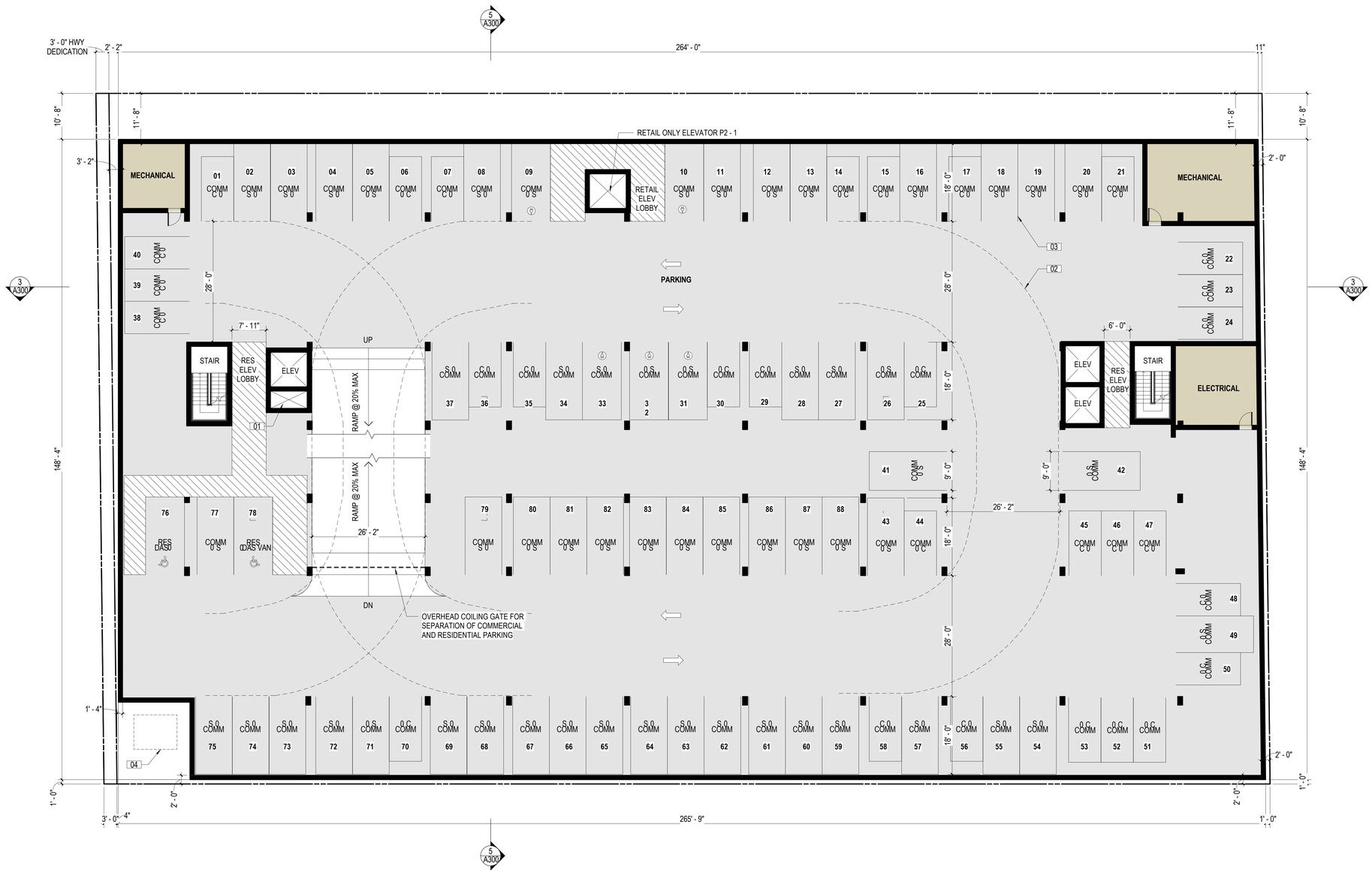

P2 LEVEL
3/32" = 1'-0"

0' 4' 8' 16' 32'

N

NOTES

01 GARAGE EXHAUST SHAFT
02 LINE OF REQD TURNING RADIUS FOR MORE THAN 25 CARS
03 PARKING SPACE STRIPING
04 TRANSFORMER ABOVE

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

B. PROVIDE MIN 8'-2" CLEARANCE HEIGHT AT HANDICAP DRIVE AISLE AND PARKING SPACES. PROVIDE MIN 7'-0" CLEARANCE AT ALL OTHER GARAGE LOCATIONS.

PARKING SCHEDULE - P2

P2 LEVEL	
COMMERCIAL	
(1) STANDARD	56
(2) COMPACT	30
RESIDENTIAL	
ACCESSIBLE	2
	88
Grand total	88

LEGEND

RES	RESIDENTIAL PARKING STALL
COMM	COMMERCIAL PARKING STALL
S	STANDARD PARKING STALL
C	COMPACT PARKING STALL
	ACCESSIBLE PARKING STALL
	ELECTRICAL VEHICLE PARKING STALL
DL	DOUBLE TIER LONG TERM BIKE PARKING SPACE

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JOB NUMBER: 17019
DATE: 06.17.18
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SHEET TITLE: **P2 LEVEL**

SHEET NUMBER: **A102**

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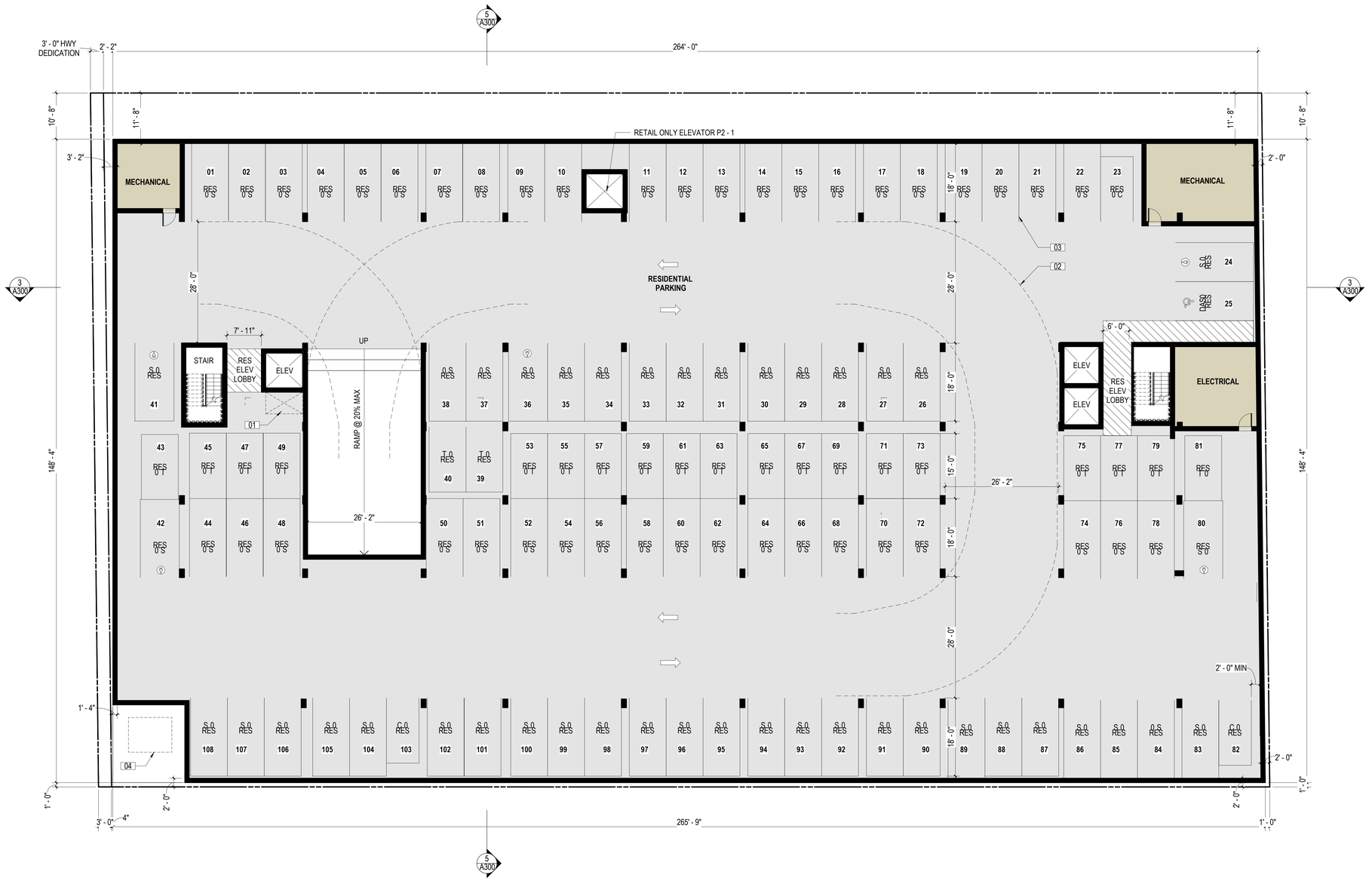

0' 4' 8' 16' 32'

N

P3 LEVEL
3/32" = 1'-0"

5

NOTES

01 GARAGE EXHAUST SHAFT
02 LINE OF REQD TURNING RADIUS FOR MORE THAN 25 CARS
03 PARKING SPACE STRIPING
04 TRANSFORMER ABOVE

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

B. PROVIDE MIN 8'-2" CLEARANCE HEIGHT AT HANDICAP DRIVE AISLE AND PARKING SPACES. PROVIDE MIN 7'-0" CLEARANCE AT ALL OTHER GARAGE LOCATIONS.

PARKING SCHEDULE - P3

P3 LEVEL	
RESIDENTIAL	
(2) COMPACT	3
ACCESSIBLE	1
STANDARD	83
TANDEM	21
	108
Grand total	108

LEGEND

RES	RESIDENTIAL PARKING STALL
COMM	COMMERCIAL PARKING STALL
S	STANDARD PARKING STALL
C	COMPACT PARKING STALL
	ACCESSIBLE PARKING STALL
	ELECTRICAL VEHICLE PARKING STALL
DL	DOUBLE TIER LONG TERM BIKE PARKING SPACE

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SHEET TITLE:
P3 LEVEL

SHEET NUMBER:
A103

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1ST FLOOR PLAN
3/32" = 1'-0"

NOTES

01 STREET TREES
02 SHORT TERM BIKE PARKING
03 PLANTER AREA

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

B. PROVIDE MIN 8'-2" CLEARANCE HEIGHT AT HANDICAP DRIVE AISLE AND PARKING SPACES. PROVIDE MIN 7'-0" CLEARANCE AT ALL OTHER GARAGE AND PARKING LOT LOCATIONS.

PARKING SCHEDULE - GROUND FLOOR

1ST FLOOR	
COMMERCIAL	
(1) STANDARD	17
(2) COMPACT	9
(3) ACCESSIBLE	4
	30
Grand total	30

@ 1ST FLOOR LEVEL:
17 STACKED BICYCLE STALLS
= 34 LONG TERM RESIDENTIAL BICYCLE STALLS

LEGEND

DL — LONG TERM BIKE STALL - DOUBLE TIER BIKE RACK

S — SHORT TERM BIKE STALL FOR TWO BIKES

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SHEET TITLE:
1ST FLOOR PLAN

SHEET NUMBER:
A110

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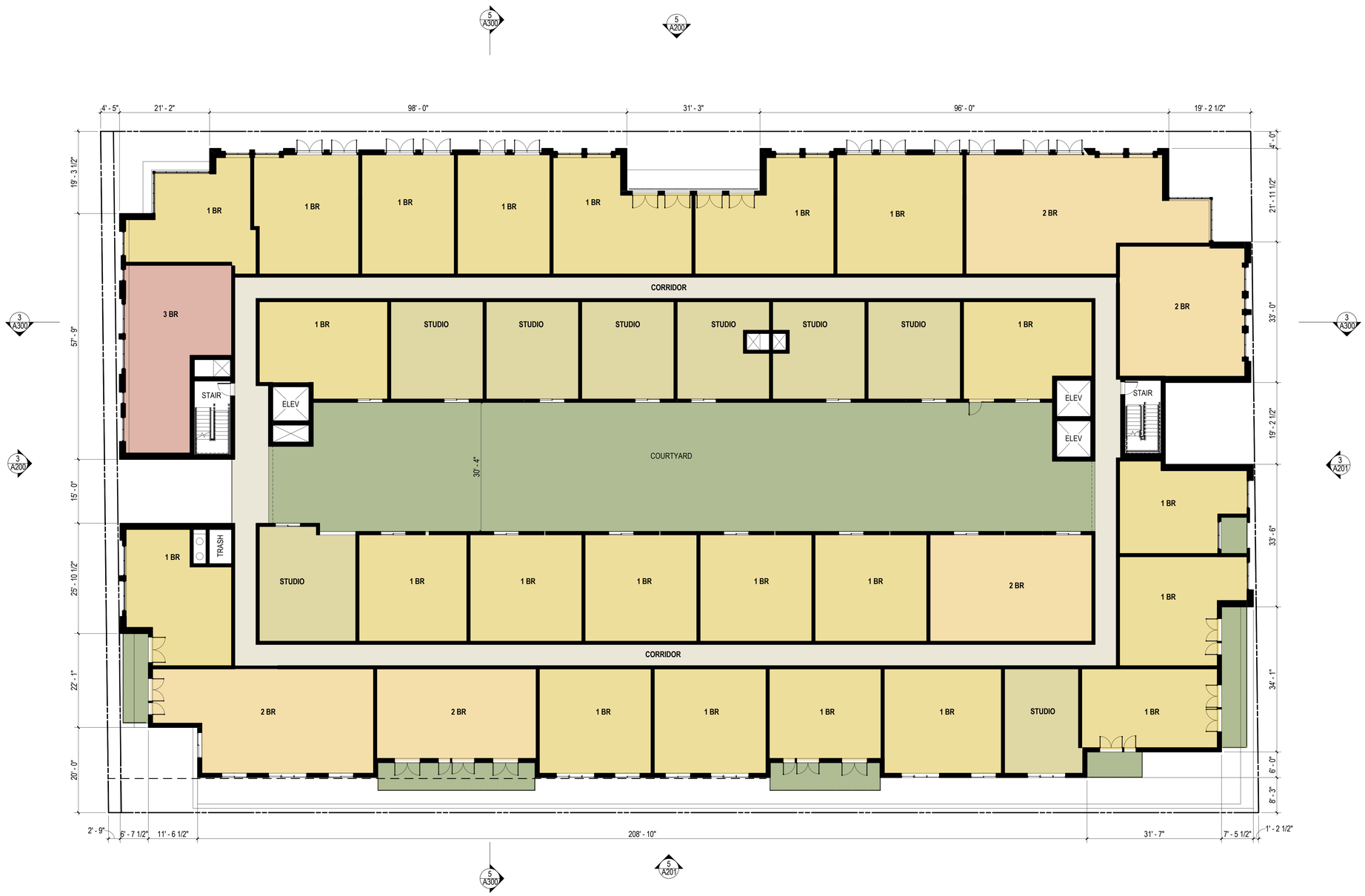
NOTES

1. 42" GUARDRAIL (TYP.)
2. LINE OF AWNING BELOW
3. LINE OF WALKWAY ABOVE
4. COMMERCIAL KITCHEN EXHAUST SHAFT
5. GARAGE EXHAUST SHAFT



0' 4' 8' 16' 32'

N

2ND FLOOR PLAN
3/32" = 1'-0"

5

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SHEET TITLE:
2ND FLOOR PLAN

SHEET NUMBER:
A120

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0' 4' 8' 16' 32'

3RD FLOOR PLAN
3/32" = 1'-0"

5

NOTES

01 GARAGE EXHAUST SHAFT

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

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SHEET TITLE:
3RD FLOOR PLAN

SHEET NUMBER:
A130

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NOTES

01 GARAGE EXHAUST SHAFT
02 METAL BALCONY RAILING

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

0' 4' 8' 16' 32'

N

4TH FLOOR PLAN
3/32" = 1'-0"
5

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SHEET TITLE:
4TH FLOOR PLAN

SHEET NUMBER:
A140
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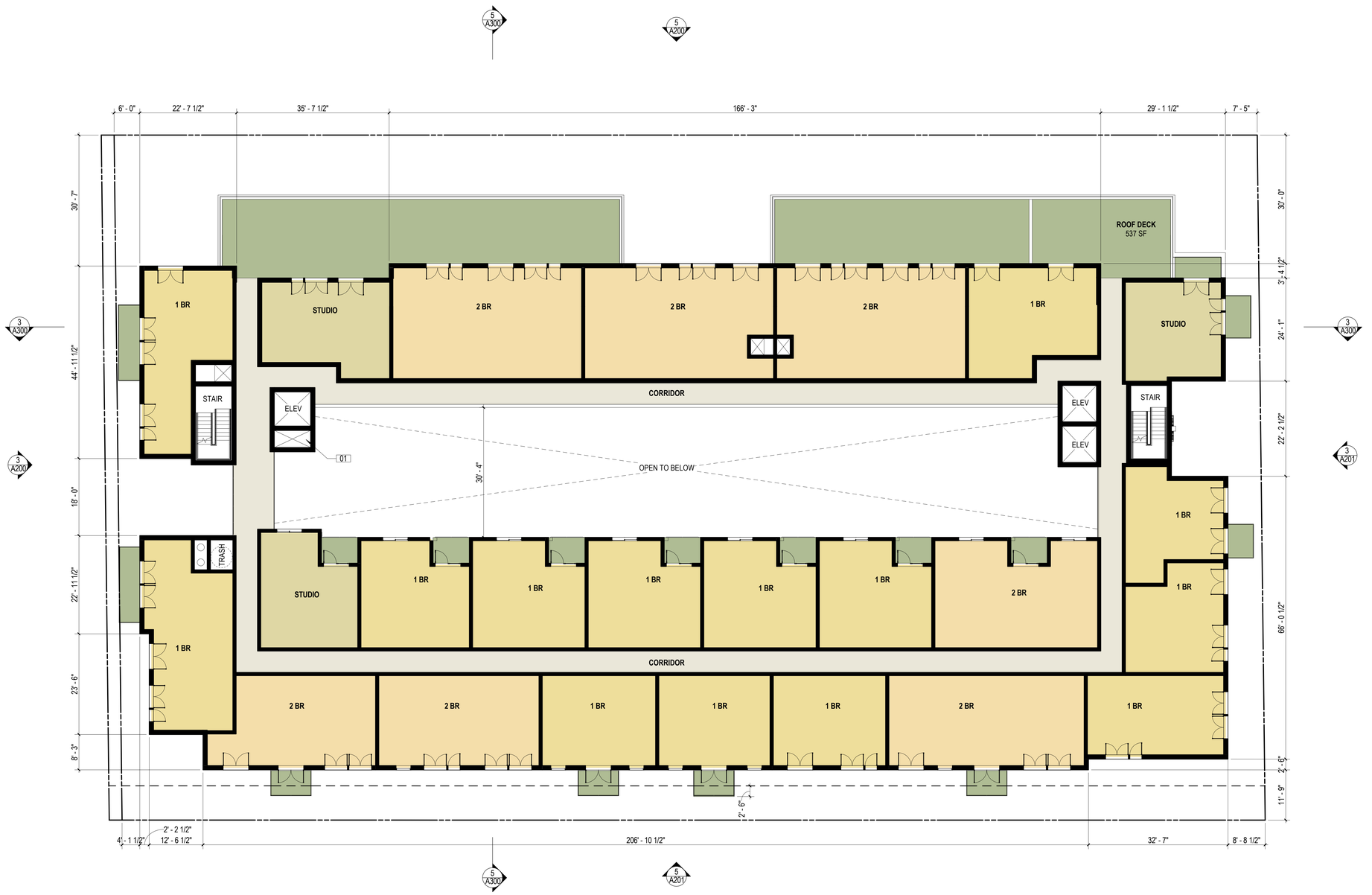

0' 4' 8' 16' 32'

5TH FLOOR PLAN
3/32" = 1'-0"

5

NOTES

01 GARAGE EXHAUST SHAFT

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

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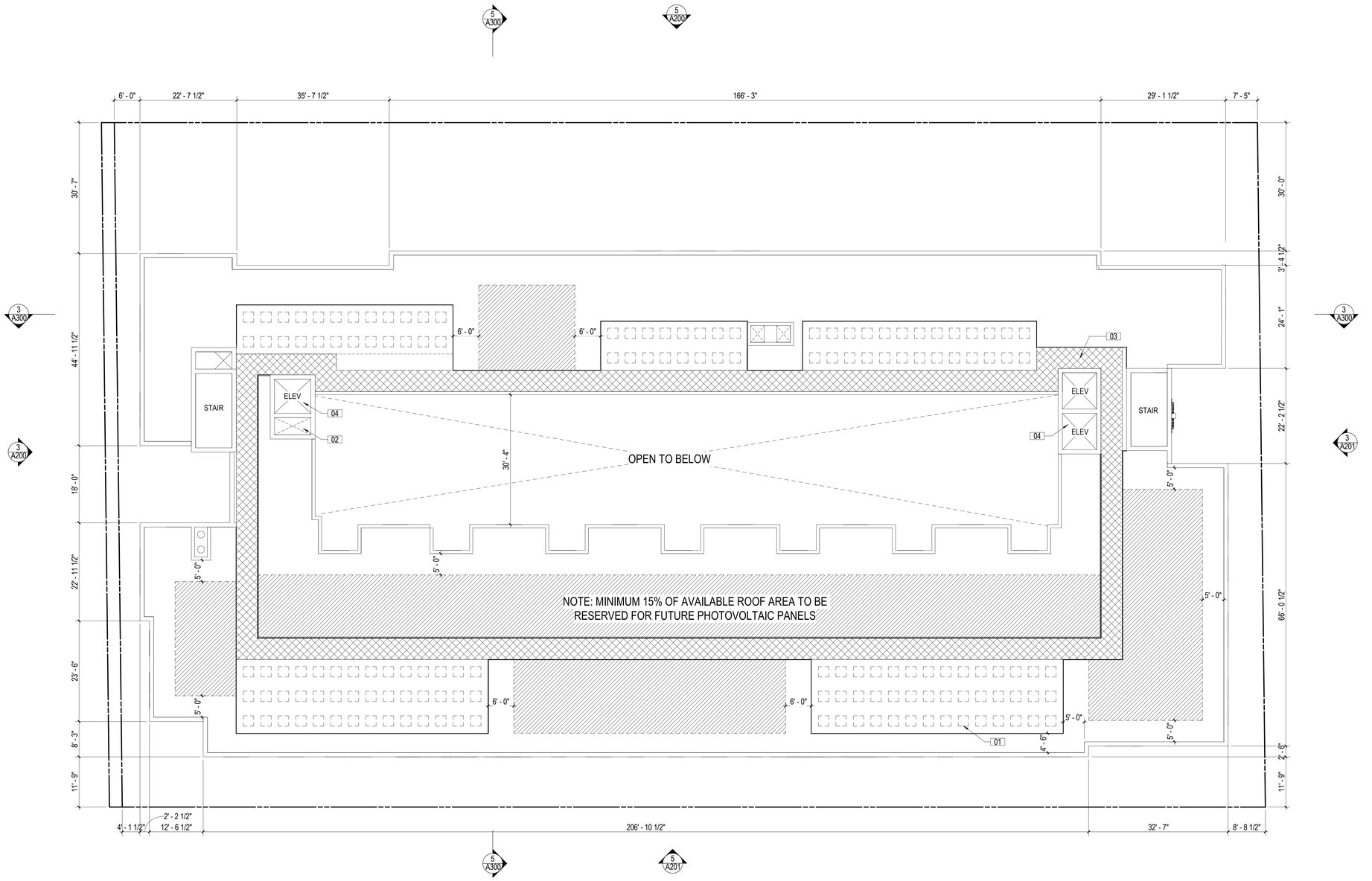
REVISIONS:

SHEET TITLE:
5TH FLOOR PLAN

SHEET NUMBER:
A150

6/17/18 6:21:05 PM



0' 4' 8' 16' 32'

N

ROOF PLAN
3/32" = 1'-0"

5

NOTES

01 MECHANICAL UNIT ON PLATFORM
02 GARAGE EXHAUST SHAFT
03 WALKING PAD
04 ELEVATOR PENTHOUSE

SHEET NOTES

A. ROOF SLOPES CONTINUOUS TO DOWNSPOUT OR ROOF DRAIN. SLOPES TO BE A MINIMUM OF 1/4" PER FOOT.

LEGEND

FUTURE PHOTOVOLTAIC PANEL AREA

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SUBMITTAL:

JOB NUMBER:
17019

DATE:
06.17.18

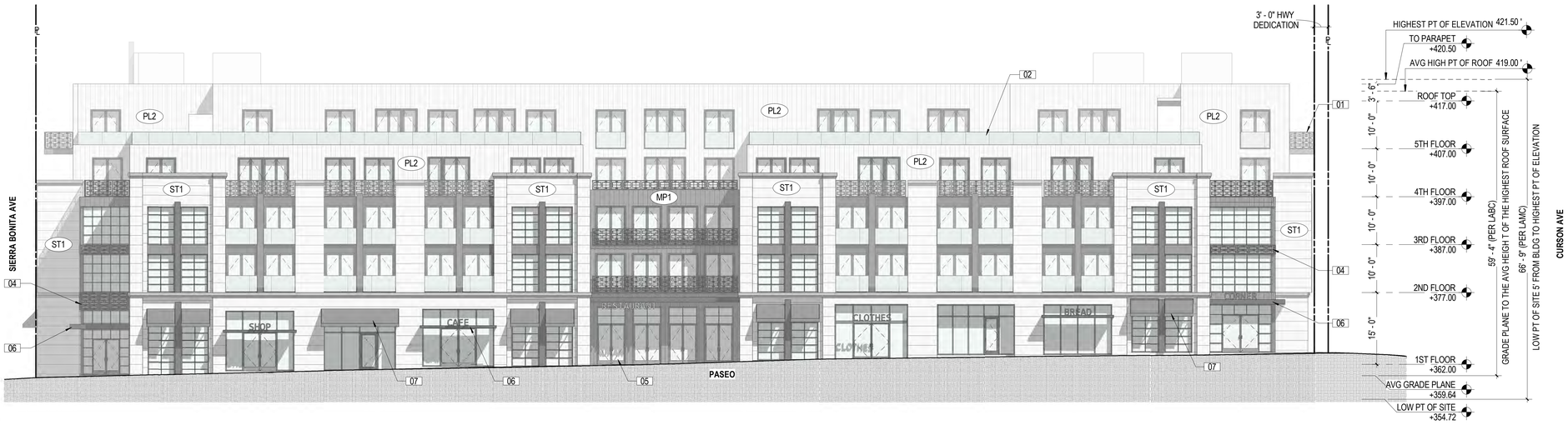
REVISIONS:

SHEET TITLE:
ROOF PLAN

SHEET NUMBER:
A170

9/17/18 6:23:33 PM

WEST ELEVATION - CURSON
3/32" = 1'-0"
3



NORTH ELEVATION
3/32" = 1'-0"
5

NOTES

01 ORNAMENTAL METAL RAILING
02 GLASS RAILING
03 ORNAMENTAL METAL SCREEN
04 ORNAMENTAL METAL SPANDREL PANEL
05 ALUMINUM STOREFRONT
06 METAL CANOPY
07 FABRIC AWNING

LEGEND

ST1 STONE VENEER, PATTERN 1
MP1 PAINTED METAL PANEL
PL1 PLASTER FINISH, PAINT 1
PL2 PLASTER FINISH, PAINT 2

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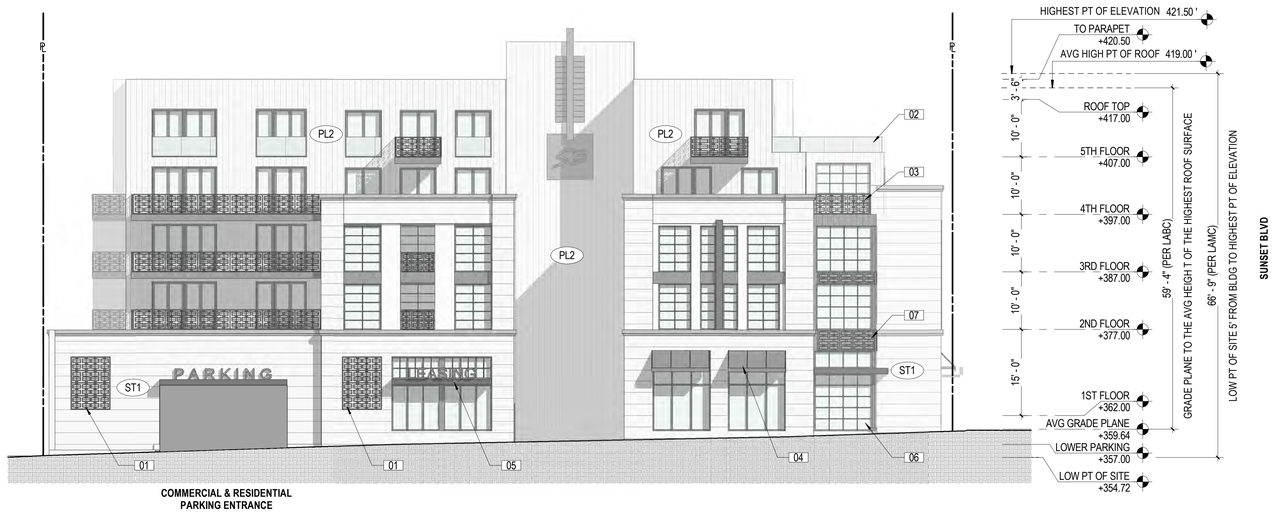
JOB NUMBER: 17019
DATE: 06.17.18
REVISIONS:

SHEET TITLE:
ELEVATIONS

SHEET NUMBER:
A200

9/10/18 3:50:27 PM



EAST ELEVATION - SIERRA BONITA
3/32" = 1'-0"

3

SOUTH ELEVATION
3/32" = 1'-0"

5

NOTES

01 ORNAMENTAL METAL SCREEN
02 GLASS RAILING
03 ORNAMENTAL METAL RAILING
04 FABRIC AWNING
05 METAL CANOPY
06 ALUMINUM STOREFRONT
07 ORNAMENTAL METAL SPANDREL PANEL

LEGEND

ST1 STONE VENEER, PATTERN 1
MP1 PAINTED METAL PANEL
PL1 PLASTER FINISH, PAINT 1
PL2 PLASTER FINISH, PAINT 2

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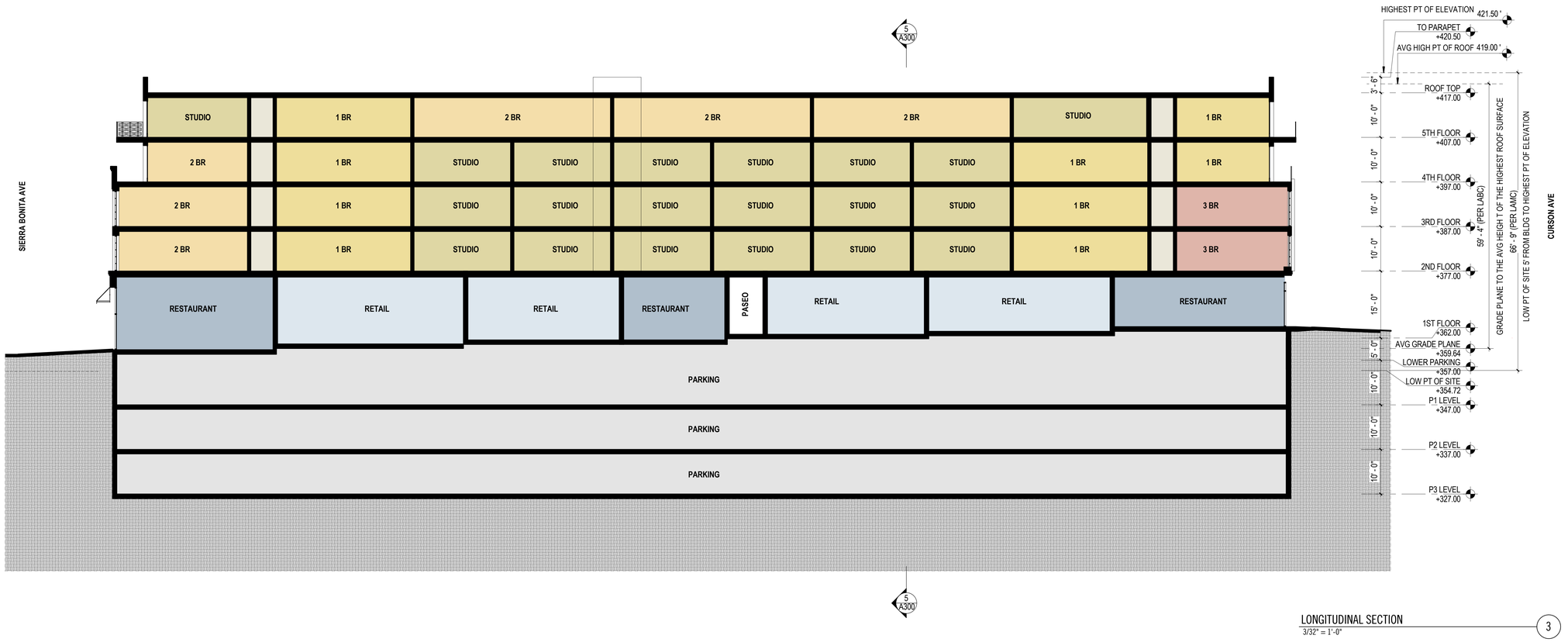
JOB NUMBER:
17019
DATE:
06.17.18
REVISIONS:

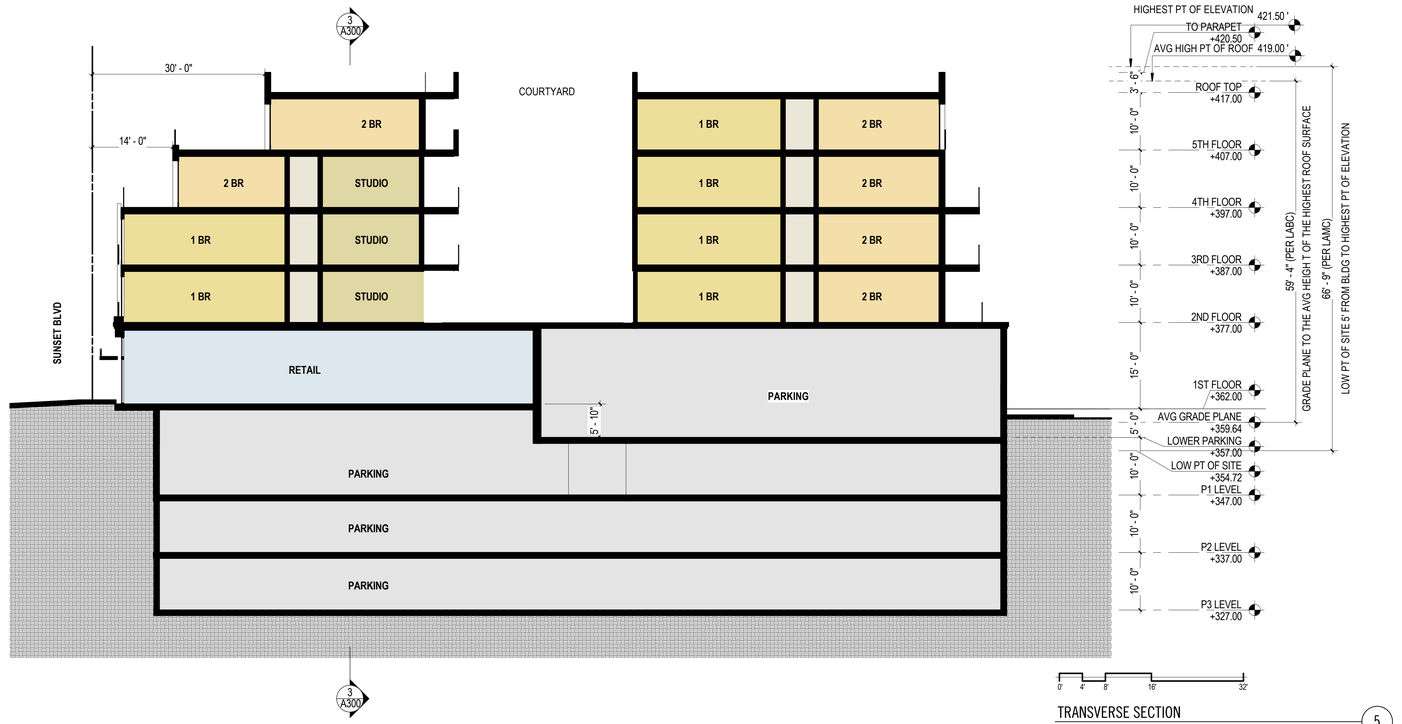
SHEET TITLE:
ELEVATIONS

SHEET NUMBER:
A201

9/10/18 3:50:37 PM



LONGITUDINAL SECTION
3/32" = 1'-0"
3



TRANSVERSE SECTION
3/32" = 1'-0"
5

NOTES

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JOB NUMBER:
17019
DATE:
06.17.18
REVISIONS:

SHEET TITLE:
BUILDING SECTIONS

SHEET NUMBER:
A300

9/17/18 6:23:12 PM

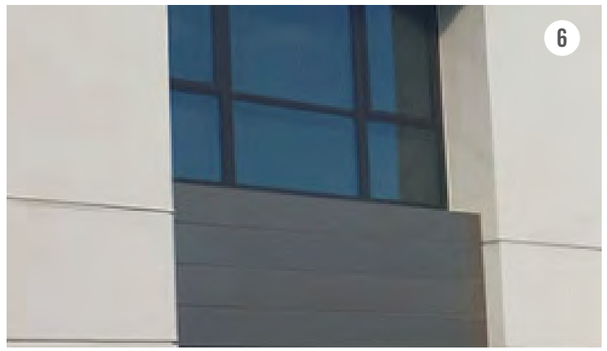
1. STONE VENEER
2. PAINTED METAL PANEL
3. PLASTER FINISH
4. METAL CANOPY
5. FABRIC AWNING
6. PAINTED METAL SPANDREL
7. DECORATIVE METAL RAILING
8. DARK BRONZE ALUMINUM WINDOWS AND DOORS

WEST

7500 SUNSET EAST & WEST

Faring.

KFA



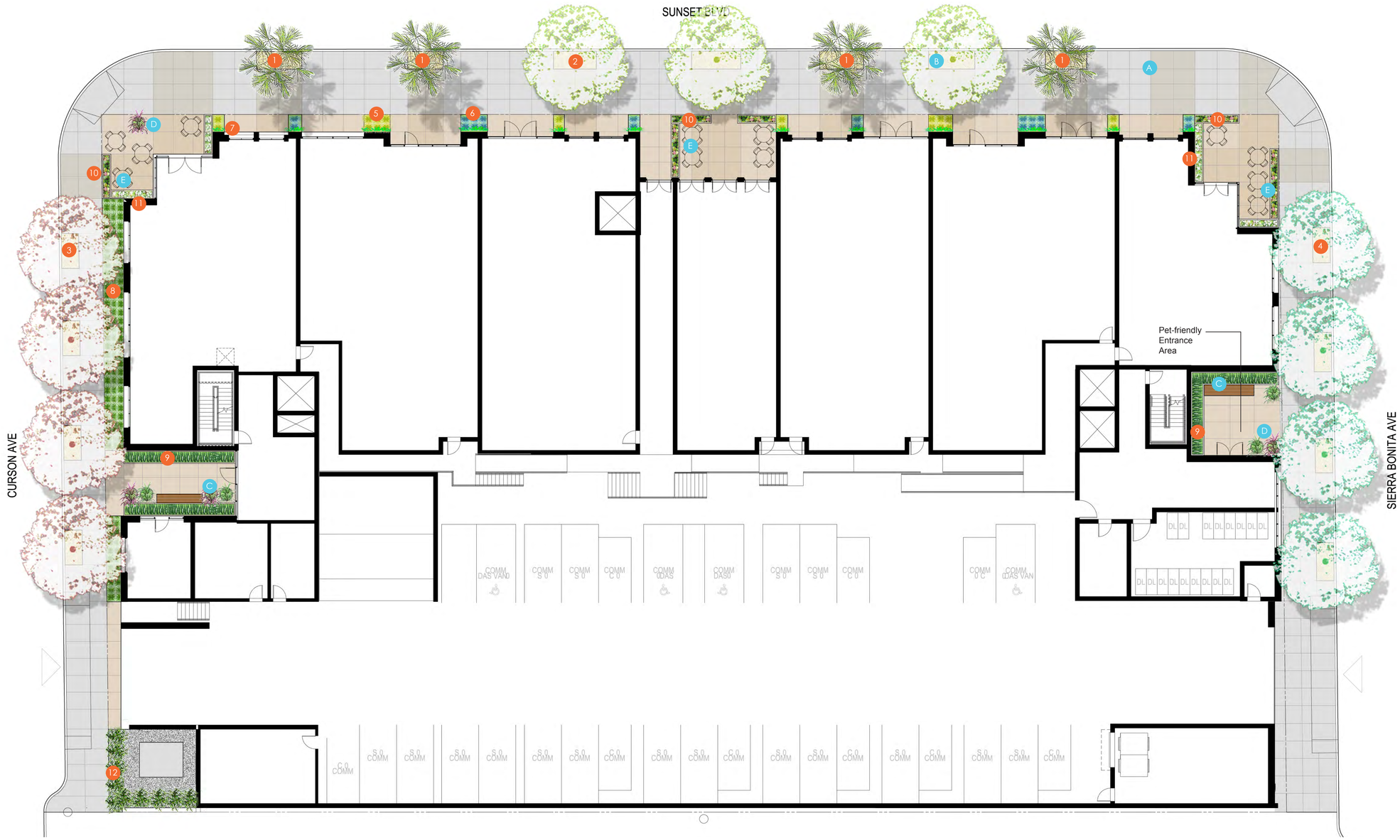
1. STONE VENEER
2. PAINTED METAL PANEL
3. PLASTER FINISH
4. METAL CANOPY
5. FABRIC AWNING
6. PAINTED METAL SPANDREL
7. DECORATIVE METAL RAILING
8. DARK BRONZE ALUMINUM WINDOWS AND DOORS

WEST

7500 SUNSET EAST & WEST

Faring.

KFA



SCALE: 1" = 10' - 0"

0 5 10 20 ft

N

HARDSCAPE LEGEND - SEE SHEET L110 FOR IMAGES

	MATERIAL
A	New sidewalk concrete paving with color bands and scorelines, similar to LA Entertainment District Design guidelines.
B	DG (decomposed granite) in tree wells per City standard
C	Built-in bench
D	Pots with plants
E	Outdoor dining / seating area with tables and chairs

LANSCAPE LEGEND - SEE SHEET L110 FOR IMAGES

	SPECIES
1	Existing Washingtonia robusta to remain
2	Platanus acerifolia 'Bloodgood' London Plane (or other City-approved tree)
3	Geijera parviflora Australian Willow (or other City-approved tree)
4	Magnolia grandiflora Southern Magnolia (to match (e) street trees)
5	Dianella tasmanica 'Variegata' White Striped Tasman Flax Lily
6	Lomandra longifolia Breeze Dwarf Mat Rush
7	Ficus pumila Creeping fig
8	Dietes bicolor Fortnight Lily
9	Sansevieria species Mother-in-law's Tongue (in raised planter)
10	Mixed succlents (in raised planters)
11	Trachelospermum jasminoides Star jasmine (on wall)
12	Podocarpus gracilior Fern Pine hedge

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SUBMITTAL:
SITE PLAN REVIEW SET

JOB NUMBER:
13024

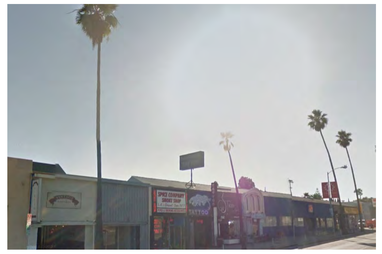
DATE:
06.05.2018

REVISIONS:

SHEET TITLE:
Landscape Plan Ground Floor

SHEET NUMBER:
L100

LANDSCAPE



1 (4) Existing Washingtonia robusta
to remain

2 (5) Platanus acerifolia 'Bloodgood'
London Plane (or other City-approved tree)

3 (4) Geijera parviflora
Australian Willow (or other City-approved tree)

4 (3) Magnolia grandiflora
Southern Magnolia (to match (e) street trees)

5 Dianella tasmanica 'Variegata'
White Striped Tasman Flax Lily

6 Lomandra longifolia Breeze
Dwarf Mat Rush

7 Ficus pumila
Creeping fig

8 Dietes bicolor
Fortnight Lily (in raised planter)

9 Sansevieria 'Bantel's Sensation'
Bantel's Sensation Mother-in-law's Tongue

10 Mixed succlents
(in raised planters)

11 Trachelospermum jasminoides
Star jasmine (on wall)

12 Podocarpus gracilior
Fern Pine hedge

HARDSCAPE

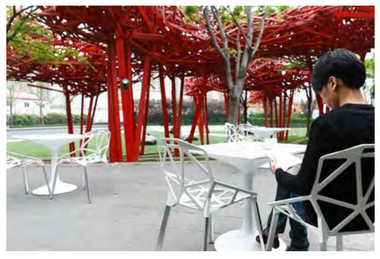
A New sidewalk concrete paving with color bands and scorelines, similar to LA Entertainment District Design guidelines. DG in tree wells per City standard

B DG (decomposed granite) in tree wells per City standard

C Built-in bench

D Pots with plants

E Outdoor dining / seating area with tables and chairs



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SUBMITTAL
SITE PLAN REVIEW SET

JOB NUMBER
13024
DATE
06.05.2018
REVISIONS

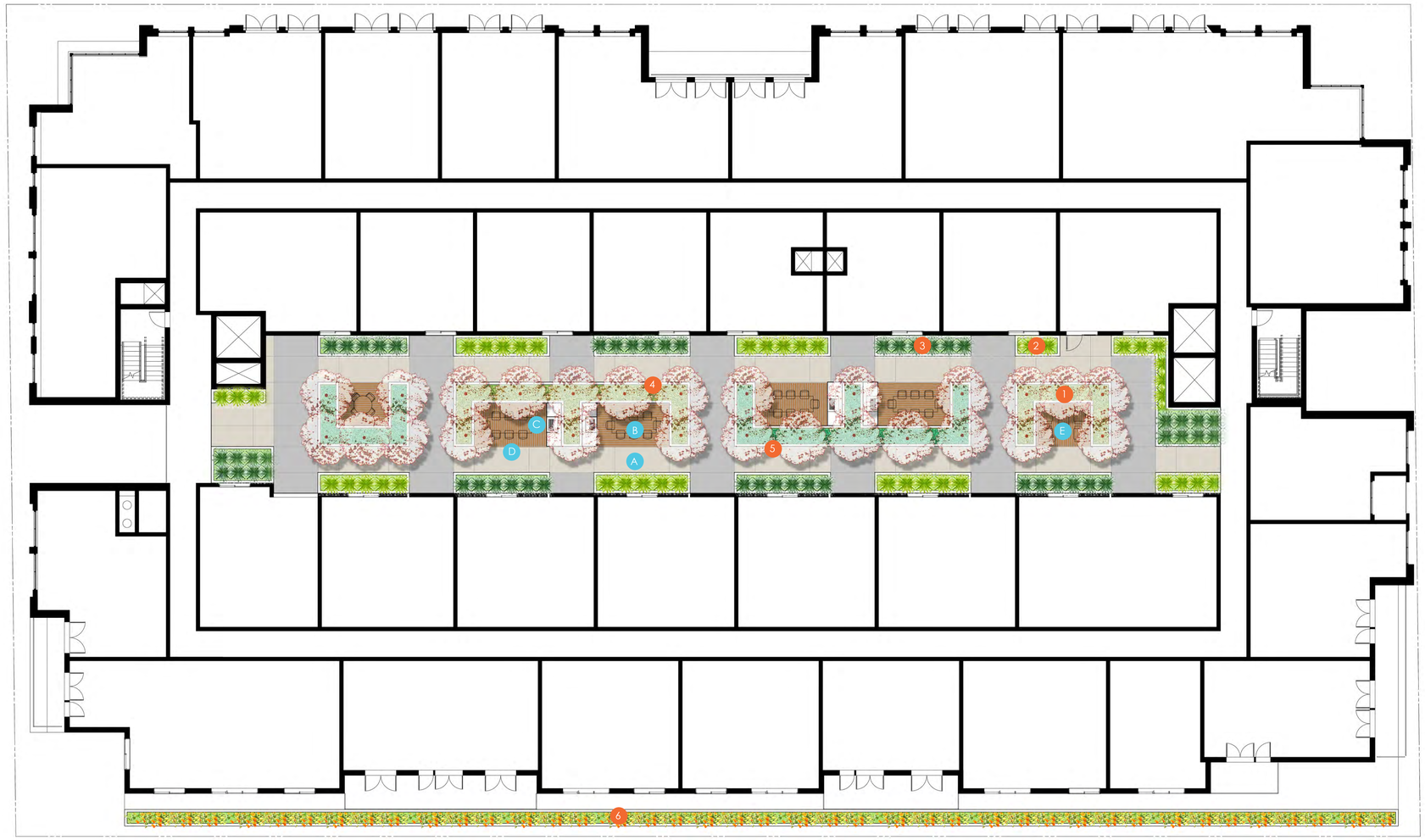
SHEET TITLE
Materials
Ground Floor

SHEET NUMBER
L110

SCALE: 1" = 10' - 0"

0 5 10 20 ft

N



HARDSCAPE LEGEND - SEE SHEET L130 FOR IMAGES

	MATERIAL
A	Concrete paving with two colors & textures
B	Composite wood deck
C	Built-in grill and counter
D	Dining table
E	Lounge furniture

LANSCAPE LEGEND - SEE SHEET L130 FOR IMAGES

	SPECIES
1	Cercis canadensis 'Forest Pansy' Forest Pansy Redbud (in raised planter)
2	Pittosporum tenuifolium Kohuhu (in raised planter)
3	Afrocarpus gracilior Fern Pine (in raised planter)
4	Carex comans 'Frosted Curls' Frosted Curls Sedge (in raised planter)
5	Dianella tasmanica Tasman Flax Lily (in raised planter)
6	Clytostoma callistegioides / Lavender Trumpet Vine (in raised planter, to cascade down wall)

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SUBMITTAL:

SITE PLAN REVIEW SET

JOB NUMBER:
13024

DATE:
06.05.2018

REVISIONS:

SHEET TITLE:

Landscape Plan 2nd Floor

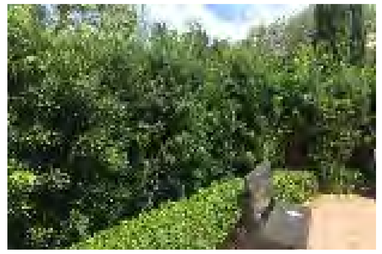
SHEET NUMBER:

L120

LANDSCAPE

1 Cercis canadensis 'Forest Pansy'
Forest Pansy Redbud (in raised planter)

2 Pittosporum tenuifolium
Kohuhu (in raised planter)



3 Afrocarpus gracilior
Fern Pine (in raised planter)

4 Carex comans 'Frosted Curls'
Frosted Curls Sedge (in raised planter)

5 Dianella tasmanica
Tasman Flax Lily (in raised planter)

6 Clytostoma callistegioides / Lavender Trumpet Vine
(in raised planter, to cascade down wall)

HARDSCAPE

A Concrete paving with two colors & textures

B Composite wood deck

C Built-in grill and counter

D Dining table

E Lounge furniture

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JOB NUMBER:
13024
DATE:
06.05.2018
REVISIONS:

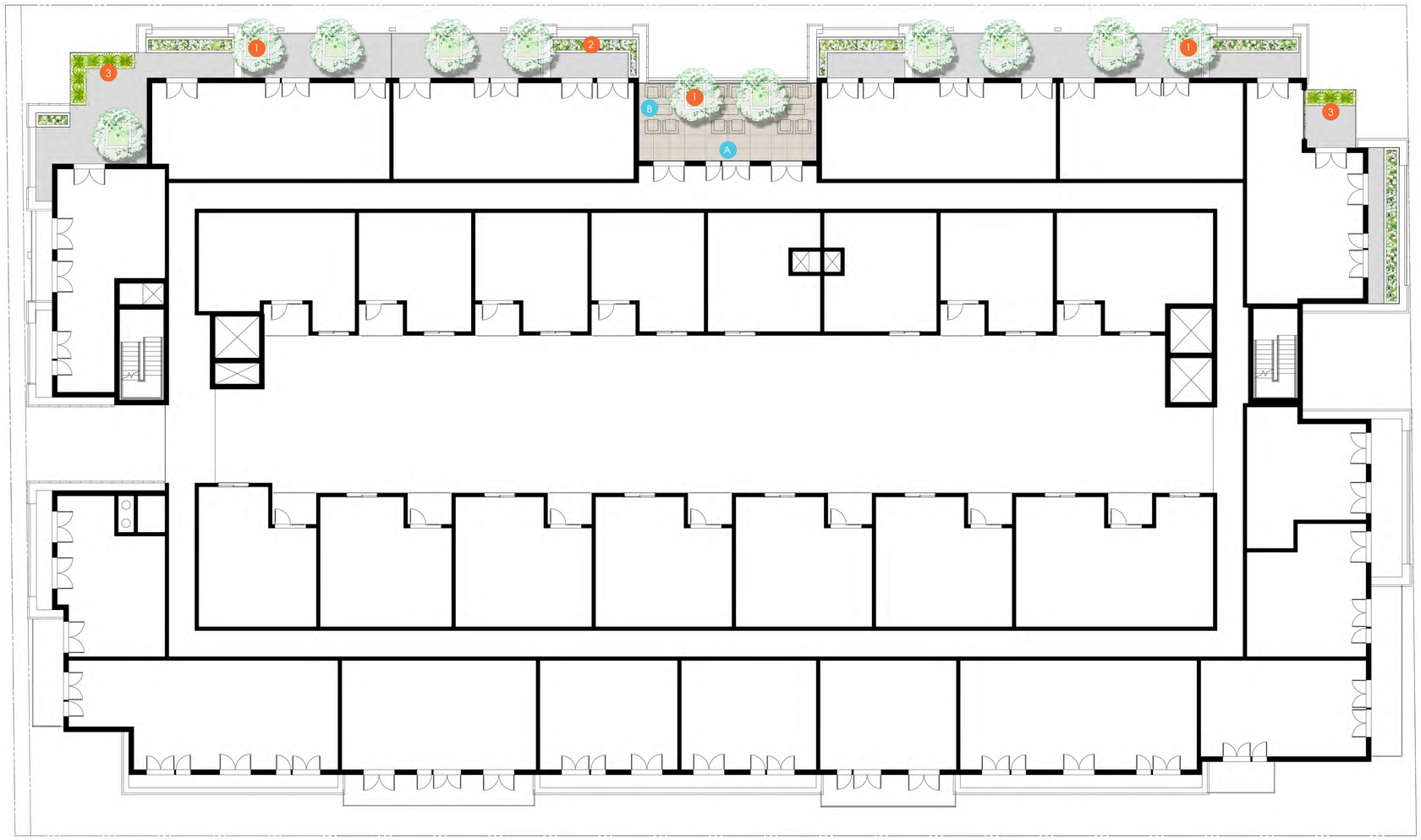
SHEET TITLE:
Materials
2nd Floor

SHEET NUMBER:
L130

SCALE: 1" = 10' - 0"

0 5 10 20 ft

N



HARDSCAPE LEGEND - SEE SHEET L150 FOR IMAGES

	MATERIAL
A	Concrete paving
B	Lounge furniture

LANSCAPE LEGEND - SEE SHEET L150 FOR IMAGES

	SPECIES
1	Olea europaea 'Monher' Majestic Beauty Fruitless Olive (in raised planter)
2	Trachelospermum jasminoides Star jasmine (in raised planter)
3	Dietes bicolor Fortnight Lily (in raised planter)

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SUBMITTAL:

SITE PLAN REVIEW SET

JOB NUMBER:
13024

DATE:
06.05.2018

REVISIONS:

SHEET TITLE:

Landscape Plan 4th Floor

SHEET NUMBER:

L140

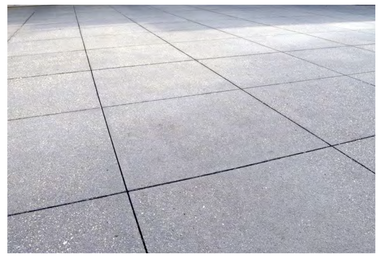
LANDSCAPE

1 Olea europaea 'Monher'
Majestic Beauty Fruitless Olive (in raised planter)

2 Trachelospermum jasminoides
Star jasmine (in raised planter)

3 Dietes bicolor
Fortnight Lily (in raised planter)

HARDSCAPE



A Concrete paving

B Lounge furniture

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SITE PLAN REVIEW SET

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13024
DATE:
06.05.2018
REVISIONS:

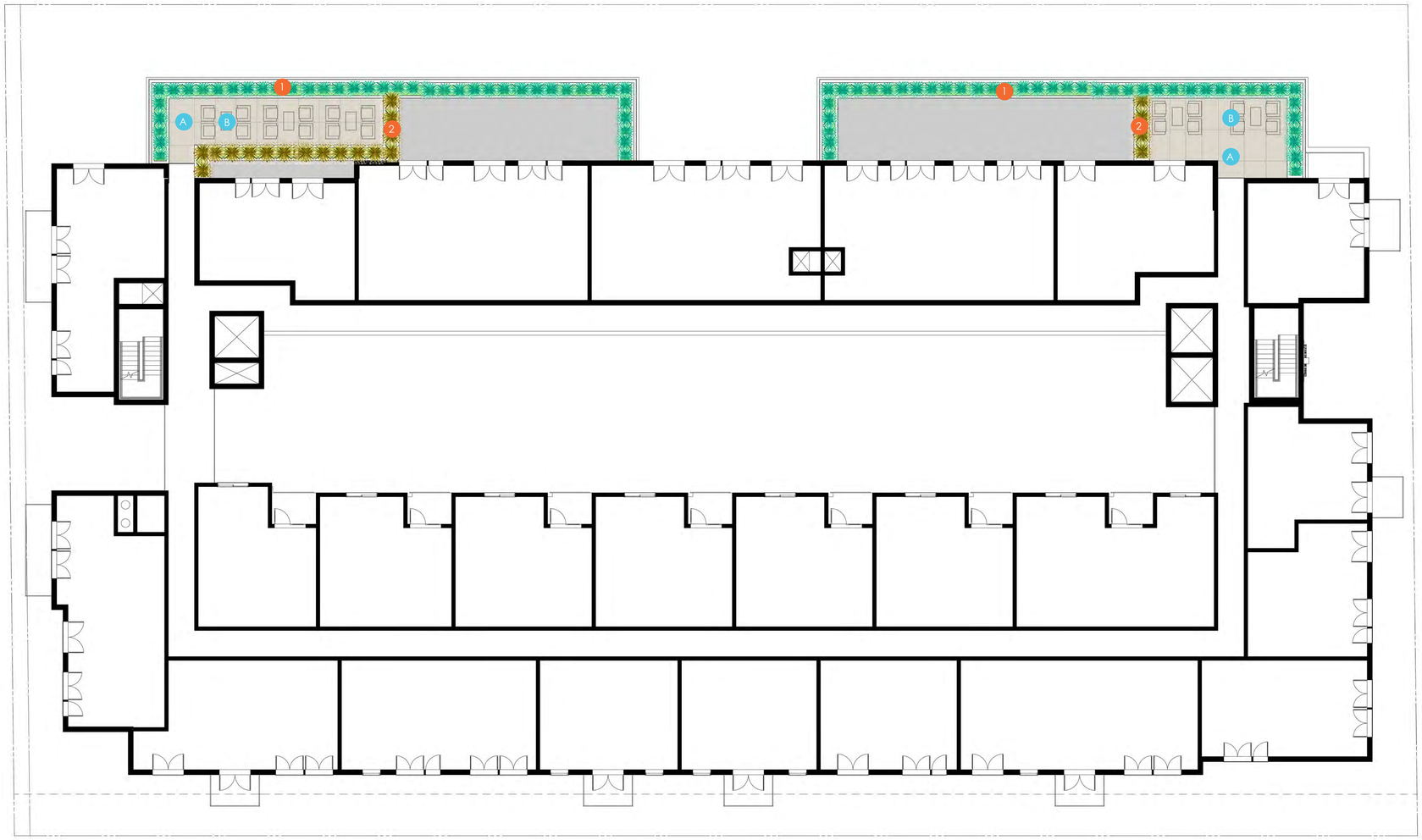
SHEET TITLE:
Materials
4th Floor

SHEET NUMBER:
L150

SCALE: 1" = 10' - 0"

0 5 10 20 ft

N



HARDSCAPE LEGEND - SEE SHEET L150 FOR IMAGES

	MATERIAL
A	Concrete paving
B	Lounge furniture

LANSCAPE LEGEND - SEE SHEET L150 FOR IMAGES

	SPECIES
1	Aloe barbadensis Aloe Vera (in raised planter)
2	Nandina domestica Heavenly Bamboo (in raised planter)

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SITE PLAN REVIEW SET

JOB NUMBER:
13024

DATE:
06.05.2018

REVISIONS:

SHEET TITLE:

Landscape Plan 5th Floor

SHEET NUMBER:

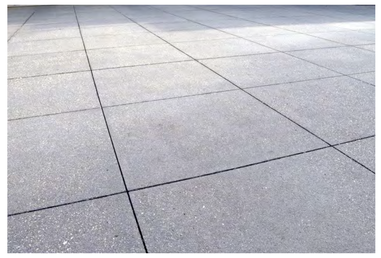
L160

LANDSCAPE

1 Aloe barbadensis
Aloe Vera (in raised planter)

2 Nandina domestica
Heavenly Bamboo (in raised planter)

HARDSCAPE



A Concrete paving

B Lounge furniture

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SITE PLAN REVIEW SET

JOB NUMBER:
13024
DATE:
06.05.2018
REVISIONS:

SHEET TITLE:
Landscape Plan
5th Floor

SHEET NUMBER:
L160

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FEIR ENTITLEMENT SET

JOB NUMBER:
17018
DATE:
06.07.18
REVISIONS:

SHEET TITLE:
COVER SHEET

SHEET NUMBER:
G000
6/27/2018 5:56:57 PM

ARCHITECTURAL ABBREVIATIONS

@	AT	FLR	FLOOR	P	PROPERTY LINE
Ø	DIAMETER	FMC	FLOOR MATERIAL CHANGE	PIP	PROTECT IN PLACE
		FOC	FACE OF CONCRETE	PLAM	PLASTIC LAMINATE
AB	ANCHOR BOLT	FOF	FACE OF FINISH	PT	PAINT
A/C	AIR CONDITIONING	FOM	FACE OF MASONRY	PTD	PAINTED
ACT	ACOUSTIC CEILING TILE	FOS	FACE OF STUD		
ADA	AMERICANS WITH DISABILITIES ACT	FR	FIRE RESISTIVE	QTY	QUANTITY
		FS	FINISH SURFACE		
ADJ	ADJACENT			R	RADIUS or RISER
AFF	ABOVE FINISH FLOOR	GA	GAGE	RCP	REFLECTED CEILING PLAN
ALT	ALTERNATE	GALV	GALVANIZED	RD	ROOF DRAIN
ALUM	ALUMINUM	GB	GRAB BAR	REF	REFRIGERATOR
APPROX	APPROXIMATELY	GC	GENERAL CONTRACTOR	REQ'D	REQUIRED
ARCH	ARCHITECT	GYP BD	GYPSUM BOARD	REV	REVISION or REVISED
				RM	ROOM
BD	BOARD	HB	HOSE BIBB	ROW	RIGHT OF WAY
BF	BRACE FRAME	HC	HOLLOW CORE	RRM	RESTROOM
BLK	BLOCK	HCW	HOLLOW CORE WOOD		
BM	BEAM	HDR	HEADER	SC	SOLID CORE
BTWN	BETWEEN	HM	HOLLOW METAL	SCW	SOLID CORE WOOD
		HR	HANDRAIL	SF	SQUARE FEET
CAB	CABINET	HT	HEIGHT	SHT	SHEET
℄	CENTER LINE			SHTG	SHEATHING
CL	CLOSET	INS	INSULATION	SIM	SIMILAR
CLG	CEILING	INT	INTERIOR	SL	SLOPE
CLR	CLEAR			ST STL	STAINLESS STEEL
CMU	CONCRETE MASONRY UNIT	JST	JOIST	STL	STEEL
COL	COLUMN			STRUCT	STRUCTURAL
CONC	CONCRETE	LAM	LAMINATE		
CONT	CONTINUOUS	LAV	LAVATORY	T	TREAD
CONTR	CONTRACTOR	LIN	LINOLEUM	TBD	TO BE DETERMINED
CPT	CARPET			TH	THRESHOLD
CRS	COURSES	MAX	MAXIMUM	THK	THICK
CT	CERAMIC TILE	MECH	MECHANICAL	TJ	TRUSS JOIST
		MFR	MANUFACTURER	TO	TOP OF
(D)	DEMOLISH	MIN	MINIMUM	TOC	TOP OF CONCRETE
DAS	DISABLED ACCESS	MISC	MISCELLANEOUS	TOP	TOP OF PLATE
DBL	DOUBLE	MO	MASONRY OPENING	TOS	TOP OF SLAB
DIA	DIAMETER	MTD	MOUNTED	TOSHTG	TOP OF SHEATHING
DIM	DIMENSION	MTL	METAL	TOW	TOP OF WALL
DN	DOWN			TYP	TYPICAL
DS	DOWNSPOUT	N	NOTE		
DWG	DRAWING	(N)	NEW	UNO	UNLESS NOTED OTHERWISE
		NIC	NOT IN CONTRACT		
(E)	EXISTING	NTS	NOT TO SCALE	VCT	VINYL COMPOSITION TILE
ELECT	ELECTRICAL			VERT	VERTICAL
ELEV	ELEVATOR	OC	ON CENTER	VIF	VERIFY IN FIELD
EOS	EDGE OF SLAB	OFCI	OWNER FURNISHED-CONTRACTOR INSTALLED		
EQ	EQUAL			W/	WITH
EXT	EXTERIOR	OFOI	OWNER FURNISHED-OWNER INSTALLED	WC	WATER CLOSET
				WD	WOOD
FE	FIRE EXTINGUISHER	OFVI	OWNER FURNISHED-VENDOR INSTALLED	WH	WATER HEATER
FF	FINISH FLOOR			WP	WATERPROOF
FIN	FINISH	OH	OVERHEAD	WPT	WORK POINT
FJ	FLOOR JOIST	OPNG	OPENING		

ARCHITECTURAL SYMBOLS

- DETAIL
- BUILDING SECTION
- WALL SECTION
- INTERIOR ELEVATION (A900)
- EXTERIOR ELEVATION
- ELEVATION MARK
- KK — WINDOW MARK
- 222.2 — DOOR MARK
- 1 — WALL TYPE
- WPT — WORK POINT
- N13 — NOTE
- ACCESSIBLE PATH OF TRAVEL
- FENCE
- EXIT SIGN
- ALIGN FINISHES
- SD — SMOKE DETECTOR
- FE — FIRE EXTINGUISHER
- AD — AREA DRAIN
- FD — FLOOR DRAIN
- FMC — FLOOR MATERIAL TRANSITION
- SECURITY OPENING

BUILDING CODES USED

2017 CALIFORNIA BUILDING CODE (TITLE 24 - PART 2) AND LA CITY AMENDMENTS

2017 CALIFORNIA ELECTRICAL CODE (TITLE 24 - PART 3) AND LA CITY AMENDMENTS

2017 CALIFORNIA MECHANICAL CODE (TITLE 24 - PART 4) AND LA CITY AMENDMENTS

2017 CALIFORNIA PLUMBING CODE (TITLE 24 - PART 5) AND LA CITY AMENDMENTS

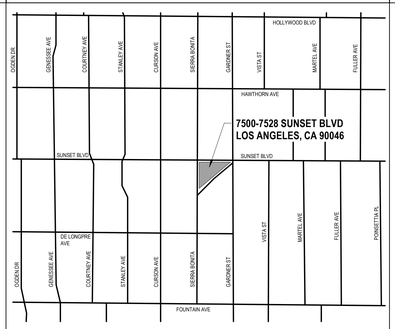
2017 CALIFORNIA BUILDING ENERGY EFFICIENCY STANDARDS (TITLE 24 - PART 6) AND LA CITY AMENDMENTS

2017 CALIFORNIA FIRE CODE (TITLE 24 - PART 9) AND LA CITY AMENDMENTS

2017 CALIFORNIA GREEN BUILDING STANDARDS CODE (TITLE 24 - PART 11) AND LA CITY AMENDMENTS

2017 CALIFORNIA REFERENCED STANDARDS CODE, PART 12, TITLE 24 C.C.R. LA CITY AMENDMENTS

VICINITY MAP



LEGAL DESCRIPTION

LOTS 305,306,307 AND 309 OF TRACT NO. 461, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 18, PAGE 12 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ASSESSOR'S PARCEL NUMBER: 5550-026-003, 5550-026-004, 5550-026-023

PROJECT TEAM

OWNER
FARING CAPITAL
8727 MELROSE AVE
WEST HOLLYWOOD, CA 90069
310-657-0890
CONTACT: JASON ILLOULIAN

OWNER'S REPRESENTATIVE
EMBRY COMMUNITY DEVELOPMENT NETWORK
323-481-9178
CONTACT: DARREN EMBRY

ARCHITECT
KILLEFER FLAMMANG ARCHITECTS
1625 OLYMPIC BLVD
SANTA MONICA, CA 90404
310-399-7975 EXT. 276
CONTACT: JONATHAN WATTS

CIVIL ENGINEER
KPFF CONSULTING ENGINEERS
6080 CENTER DRIVE, SUITE 700
LOS ANGELES, CA 90045
310-655-2800
CONTACT: SARAH SOTELO

LANDSCAPE ARCHITECT
ORANGE STREET STUDIO
4949 HOLLYWOOD BLVD, SUITE 220
LOS ANGELES, CA 90027
323-663-4949
CONTACT: MICHAEL SCHNEIDER

LAND USE CONSULTANT
ARMBRUSTER GOLDSMITH & DELVAC LLP
12100 WILSHIRE BLVD #1600
LOS ANGELES, CA 90025
310-254-9025
CONTACT: DAVE RAND

SHEET INDEX

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7500 SUNSET (EAST)

7500-7528 SUNSET BLVD
LOS ANGELES, CA 90046

FARING
659 N ROBERTSON BLVD
WEST HOLLYWOOD, CA 90069

Faring.

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17018

DATE:
06.07.18

REVISIONS:

SHEET TITLE:

PROJECT INFORMATION

SHEET NUMBER:

G001

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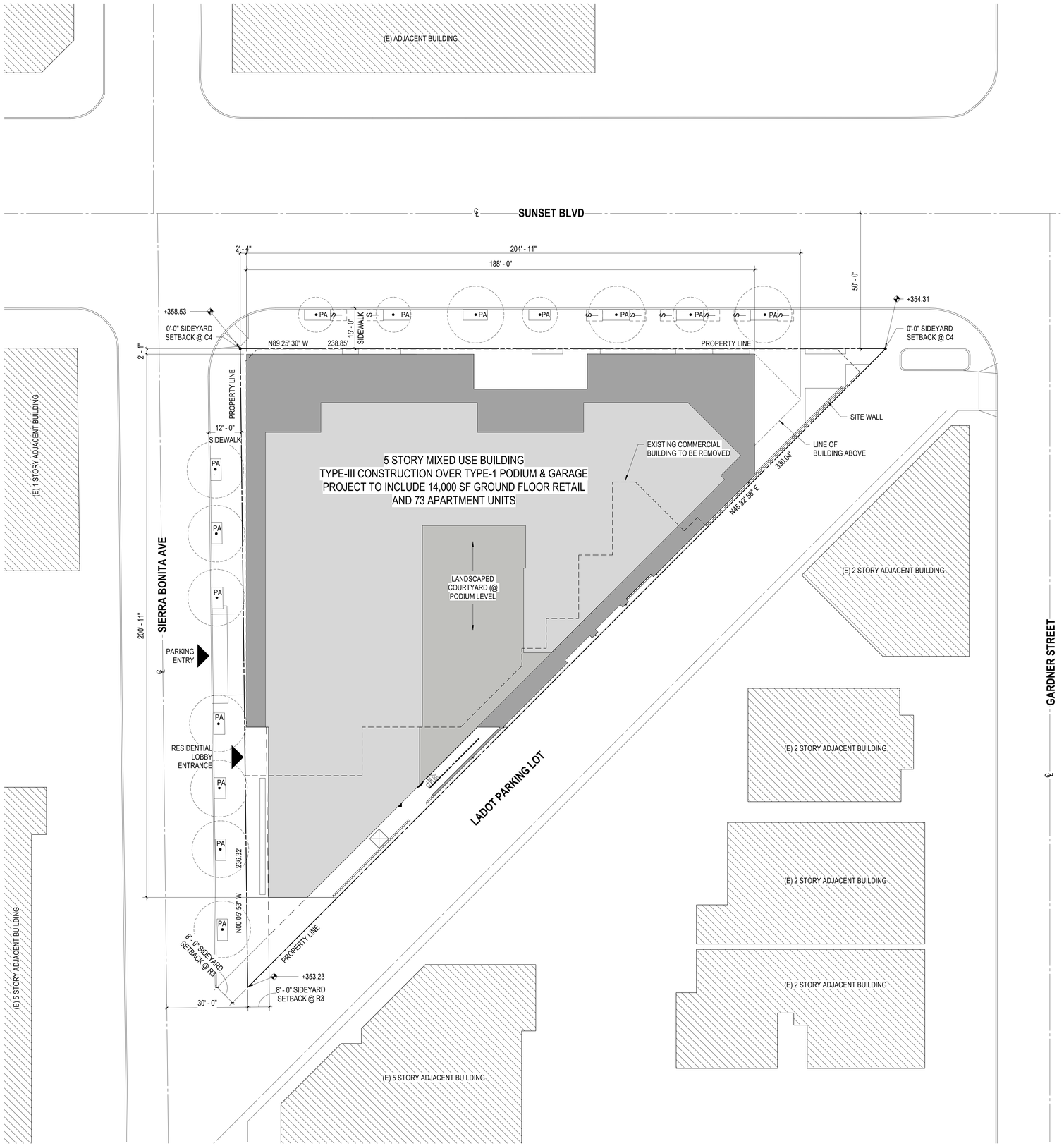

PLOT PLAN
1/16" = 1'-0"

15

REQUIRED PARKING

REQUIRED PARKING - COMMERCIAL AUTOMOBILE

USE	AREA	FACTOR	REQUIRED PARKING
RETAIL	9,000 SF	1 PER 250 SF	36
RESTAURANT	5,000 SF	1 PER 100 SF	50
	14,000 SF		**86**

REQUIRED PARKING - RESIDENTIAL AUTOMOBILE

UNIT TYPE	QUANTITY	FACTOR	TOTAL REQD
STUDIO	22	1	22
1 BR	37	1	37
2 BR	12	2	24
3 BR	2	2	4
Grand total	73		87

PROVIDED PARKING

PROVIDED PARKING - COMMERCIAL AUTOMOBILE

	P1	7500 SUNSET (WEST)	TOTAL
STANDARD	0	49	49
COMPACT	0	31	31
ACCESSIBLE	2 VAN 2 CAR	0 VAN 0 CAR	2 VAN 2 CAR
ACCESSIBLE EV	0	1 VAN 1 CAR	1 VAN 1 CAR
	4	82	**86**

PROVIDED PARKING - RESIDENTIAL AUTOMOBILE

	G	P1	P2	P3	TOTAL
STANDARD	0	31	40	44	115
COMPACT	0	0	2	2	4
TANDEM	0	2	4	7	13
ACCESSIBLE	0	1 VAN 1 CAR	0	0	1 VAN 1 CAR
ACCESSIBLE EV	0	0	2 CARS	0	2 CARS
	0	35	48	53	**136**

87 FOR EAST
44 FOR WEST
5 EXCESS
136 TOTAL

REQUIRED PARKING FOR EAST PROVIDED AT BOTH BUILDINGS

	RESIDENTIAL	COMMERCIAL
IN 7500 SUNSET - EAST	87	4
IN 7500 SUNSET - WEST	0	82
TOTAL	87	86
GRAND TOTAL	**173**	

BICYCLE PARKING

REQUIRED PARKING - RESIDENTIAL BICYCLE

STALL TYPE	# OF UNITS	FACTOR	REQUIRED PARKING
LONG TERM	73	1.0	73
SHORT TERM	73	0.1	8
			81

PROVIDED PARKING - RESIDENTIAL BICYCLE

STALL TYPE	PROVIDED PARKING
LONG TERM	73
SHORT TERM	8
	81

REQUIRED PARKING - COMMERCIAL BICYCLE

STALL TYPE	AREA (SF)	FACTOR	REQUIRED PARKING
LONG TERM	14,000 SF	1 PER 2,000	7
SHORT TERM	14,000 SF	1 PER 2,000	7
			14

PROVIDED PARKING - COMMERCIAL BICYCLE

STALL TYPE	PROVIDED PARKING
LONG TERM	7
SHORT TERM	7
	14

FAR CALCULATIONS

ALLOWABLE FAR:
@ C4 ZONING = LOT AREA - HIGHWAY DEDICATION
23,537 SF X MULTIPLIER OF 3 = 70,611 SF

@ R3 ZONING = LOT AREA - (HWY DED + SETBACKS)
3,594 SF X MULTIPLIER OF 3 = 10,782 SF

70,611 SF + 10,782 SF = 81,393 SF ALLOWABLE FAR

PROPOSED FAR:
PROPOSED FAR/27,131 SF = 2.80
2.80 :1

LEVEL	FAR	AREA (SF)
1ST FLOOR	COMMERCIAL	14000
1ST FLOOR	RESIDENTIAL	2334
2ND FLOOR	RESIDENTIAL	18493
3RD FLOOR	RESIDENTIAL	18500
4TH FLOOR	RESIDENTIAL	11910
5TH FLOOR	RESIDENTIAL	10653
Grand total		75890

UNIT COUNT (LEASABLE AREA)

NAME	COUNT	AREA (SF)
1BR	37	26820 SF
2BR	12	12604 SF
3BR	2	2376 SF
STUDIO	22	10894 SF
Grand total: 73	73	52694 SF

PROJECT INFORMATION

PROJECT NAME:	7500 SUNSET (EAST)
ADDRESS:	7500-7528 SUNSET BLVD LOS ANGELES, CA 90046
OWNER:	FARING
PROJECT DESCRIPTION:	5 STORY MIXED USE BUILDING WITH GROUND FLOOR RETAIL, 3 LEVELS OF SUBTERRANEAN PARKING AND 73 RESIDENTIAL UNITS
CONSTRUCTION TYPE:	4-STORIES OF TYPE-IIIA OVER 1-STORY OF TYPE-IA PODIUM AND GARAGE
ZONING:	C4-1D AND R3
FLOOD ZONE:	NONE
GROSS LOT AREA:	28,221 SF
BUILDABLE AREA: (AFTER HWY DEDICATIONS & SETBACKS)	27,131 SF
ALLOWABLE DENSITY:	C4-1D: 400 SF PER DWELLING UNIT PER LAMC 12.16 23,537 SF/ 400 SF = 59 UNITS ALLOWED R3: 800 SF PER DWELLING UNIT PER LAMC 12.16 4,684 SF/ 800 SF = 6 UNITS ALLOWED W/ 35% DENSITY BONUS = 88 UNITS ALLOWED
PROPOSED DENSITY:	73 UNITS INCLUDING 5 VL INCOME UNITS TOTAL PROJECT (EAST AND WEST SITES) INCLUDES 20 VL INCOME UNITS, OR 11% OF COMBINED BASE DENSITY, WHICH ALLOWS 35% DENSITY BONUS. PROJECT IS ONLY SEEKING 17% DENSITY BONUS.
ALLOWABLE BLDG HEIGHT:	UNLIMITED HEIGHT PER LAMC FOR C4 45'-0" PER LAMC FOR R3 85'-0" PER LABC
PROPOSED BLDG HEIGHT:	63'-6" PER LAMC
SETBACKS:	FRONT: NONE REQUIRED SIDE: NOT REQUIRED FOR C4 PER MIXED-USE EXCEPTION AND 5'-0" + 1'-0" PER STORY ABOVE 2ND FLOOR FOR R3 = 8'-0" @ 1ST LEVEL OF RESIDENTIAL USE REAR: NO REAR YARD
OCCUPANCY TYPE:	R2, B

OPEN SPACE CALCULATIONS

REQUIRED OPEN SPACE

NAME	UNIT	# OF UNITS	REQ'D OPEN SPACE
STUDIO	0	22	2200 SF
1 BR	1	37	3700 SF
2 BR	2	12	1500 SF
3 BR	3	2	350 SF
Grand total		73	7750 SF

PROVIDED OPEN SPACE - EAST ONLY

NAME	QTY	AREA (SF)
COMMON OPEN SPACE COMMUNITY ROOM	1	725
COMMON OPEN SPACE: COURTYARD	2	3293
COMMON OPEN SPACE: FITNESS CENTER	1	911
COMMON OPEN SPACE: LOUNGE	1	608
COMMON OPEN SPACE: ROOF DECK	2	3485
		9022
PRIVATE OPEN SPACE: BALCONY	17	850
		850
Grand total		9872

PROVIDED OPEN SPACE - COMBINED

	7500 SUNSET - EAST (SF)	7500 SUNSET - WEST (SF)	COMBINED (SF)
COMMON	9,022	8,218	17,240
PRIVATE	850	3,200	4,050
TOTAL	9,872	11,418	**21,290**
REQD BY CODE	7,750	13,475	**21,225**
EXCESS OF REQD	2,122	-2,057	**65**

NOTE:
THIS PROJECT IS NOT TAKING ANY OPEN SPACE REDUCTIONS.
OPEN SPACE PROVIDED AT TOTAL PROJECT (EAST AND WEST SITES) EXCEEDS OPEN SPACE REQUIREMENT BY 65 SF.

OPEN SPACE REQUIREMENTS PER LAMC 12.21 G:

100 SF/UNIT < 3 HABITABLE ROOMS (STUDIO & 1 BR UNITS)
125 SF/UNIT = 3 HABITABLE ROOMS (2 BR UNITS)
175 SF/UNIT > 3 HABITABLE ROOMS (3 BR UNITS)

NOTE:
1. A KITCHEN IS NOT CONSIDERED A HABITABLE ROOM FOR PURPOSES OF CALCULATING OPEN SPACE.

PERCENT OF LANDSCAPED OPEN SPACE
LANDSCAPED AREA = 25% OF REQUIRED COMBINED COMMON OPEN SPACE = (21,225 SF x 50%) 25% = 2,653 SF

LEGEND

- PROPOSED GROUND FLOOR FOOTPRINT
- PROPOSED UPPER FLOORS FOOTPRINT
- EXISTING NEIGHBORHOOD BUILDINGS (NOT A PART)
- LANDSCAPE AREA
- INDICATES STRUCTURES TO BE DEMOLISHED
- SHORT TERM BIKE STALL FOR TWO BIKES
- ACCESSIBLE PATH OF TRAVEL

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SHEET TITLE:
PLOT PLAN

SHEET NUMBER:
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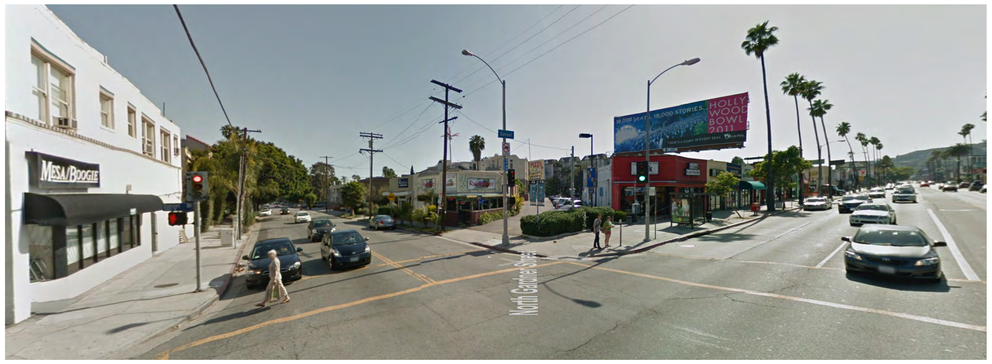


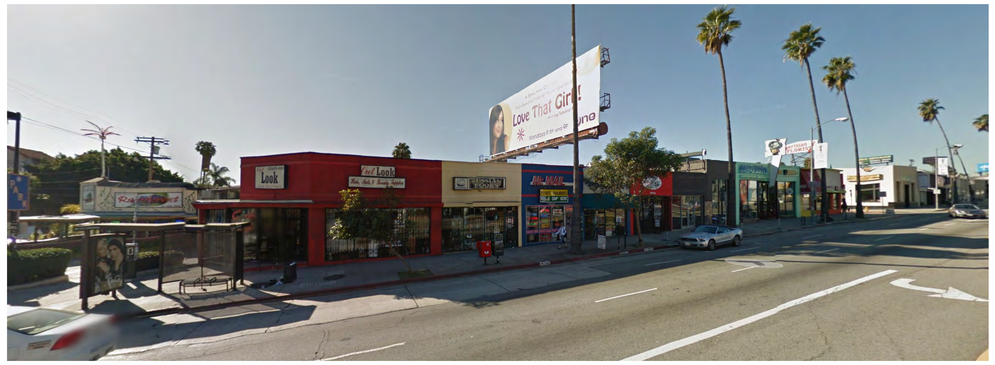
VIEW FROM SUNSET & GARDNER
NTS
4

VIEW LOOKING EAST FROM SUNSET
NTS
1

VIEW FROM SUNSET & SIERRA BONITA
NTS
5

VIEW FROM SUNSET
NTS
2

VIEW FROM SIERRA BONITA
NTS
6



VIEW FROM SUNSET
NTS
3

VIEW LOOKING NORTH FROM SIERRA BONITA
NTS
7

SITE PHOTO KEY PLAN
1" = 60'-0"
1

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SITE PHOTOS

SHEET NUMBER:
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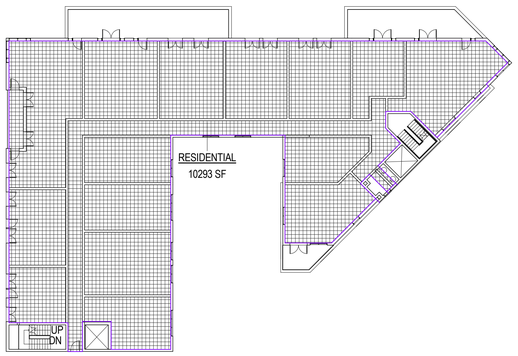
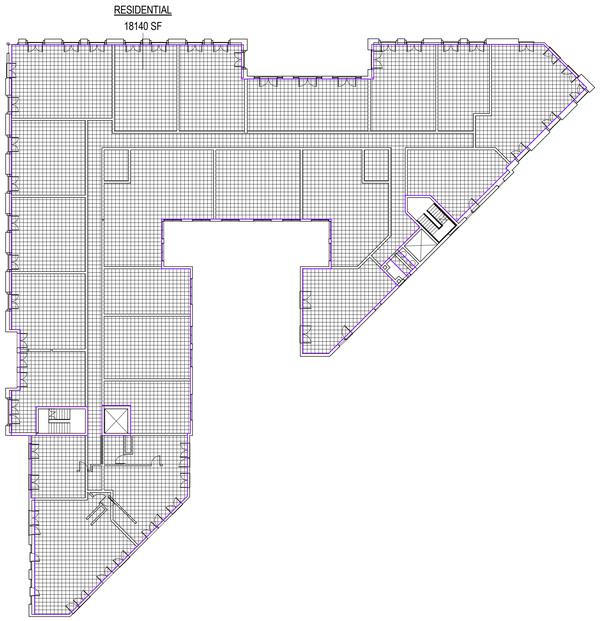
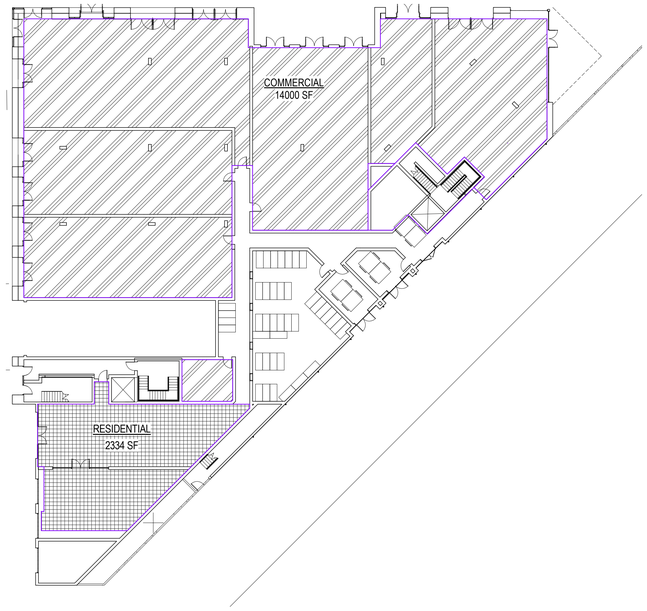


5TH FLOOR
3/64" = 1'-0" 5



3RD FLOOR
3/64" = 1'-0" 3



1ST FLOOR FAR PLAN
3/64" = 1'-0" 1

PROPOSED FAR

ALLOWABLE FAR:
@ C4 ZONING = LOT AREA - HIGHWAY DEDICATION
23,537 SF X MULTIPLIER OF 3 = 70,611 SF

@ R3 ZONING = LOT AREA - (HWY DED + SETBACKS)
3,594 SF X MULTIPLIER OF 3 = 10,782 SF

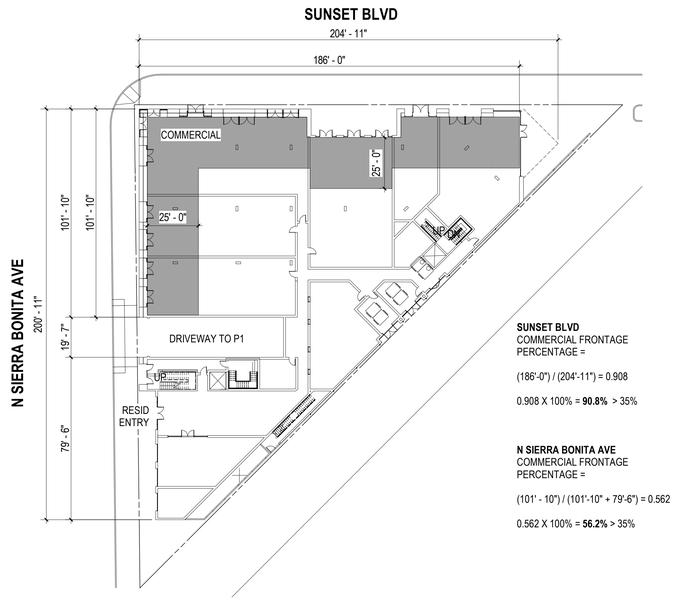
70,611 SF + 10,782 SF = 81,393 SF ALLOWABLE FAR

PROPOSED FAR:
PROPOSED FAR/27,131 SF = 2.80
2.80 :1

LEVEL	FAR	AREA (SF)
1ST FLOOR	COMMERCIAL	14000
1ST FLOOR	RESIDENTIAL	2334
2ND FLOOR	RESIDENTIAL	18493
3RD FLOOR	RESIDENTIAL	18500
4TH FLOOR	RESIDENTIAL	11910
5TH FLOOR	RESIDENTIAL	10653
Grand total		75890

MEASUREMENT PER LAMC 12.03:
AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

MIXED-USE COMMERCIAL FRONTAGE DIAGRAM (PER LAMC SECTION 13.09)



SUNSET BLVD
COMMERCIAL FRONTAGE
PERCENTAGE =

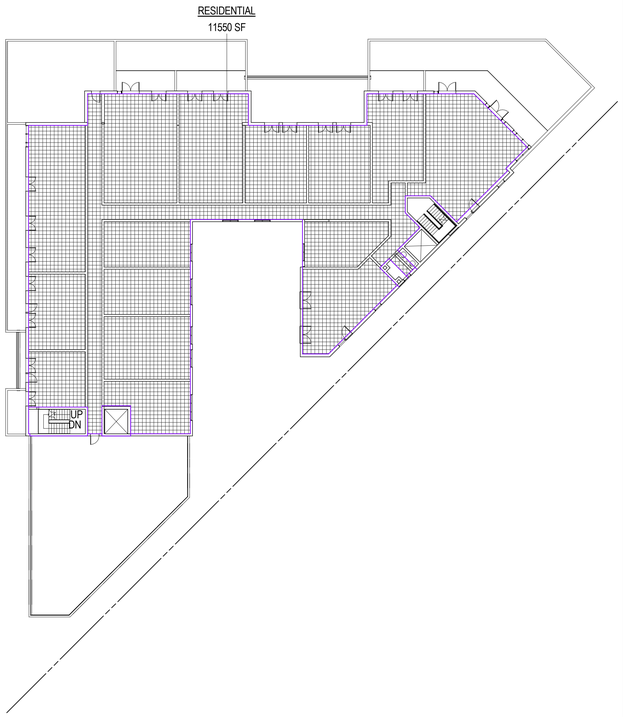
(186'-0") / (204'-11") = 0.908

0.908 X 100% = **90.8%** > 35%

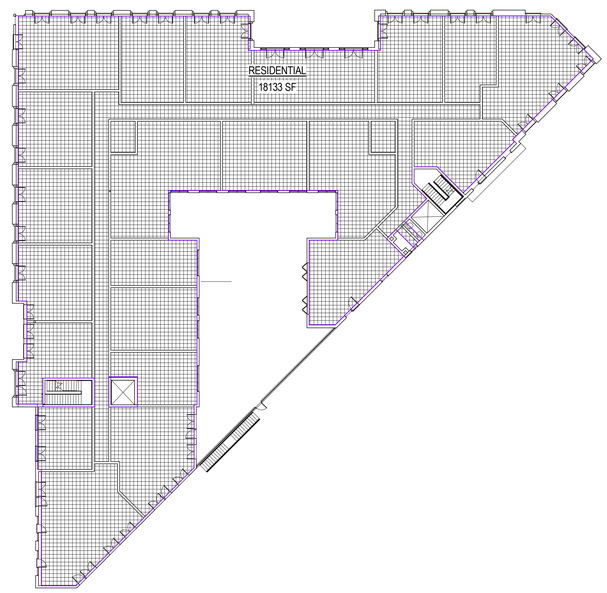
N SIERRA BONITA AVE
COMMERCIAL FRONTAGE
PERCENTAGE =

(101' - 10") / (101'-10" + 79'-6") = 0.562

0.562 X 100% = **56.2%** > 35%



4TH FLOOR
3/64" = 1'-0" 4



2ND FLOOR
3/64" = 1'-0" 2

LEGEND

- COMMERCIAL
- RESIDENTIAL
- SHAFT (NOT FAR)

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FAR CALCULATIONS & MIXED USE DIAGRAM

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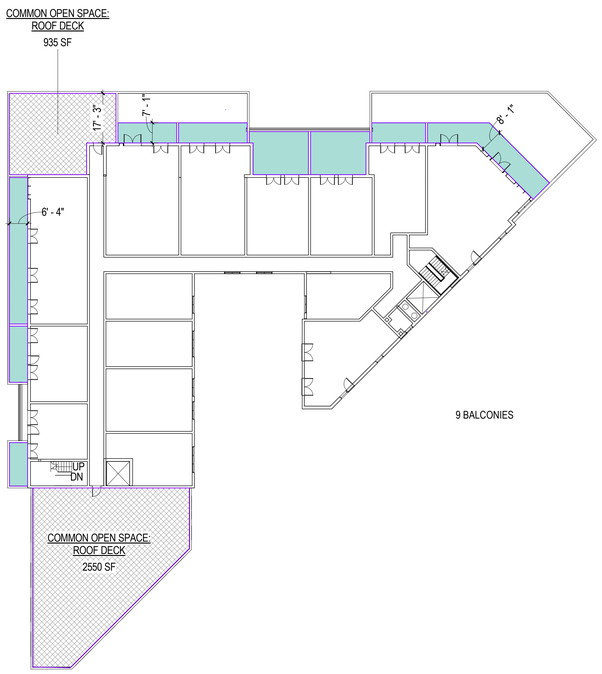
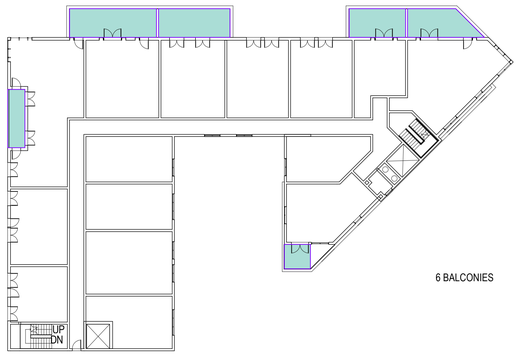


4TH FLOOR OPEN SPACE PLAN
3/64" = 1'-0"

27

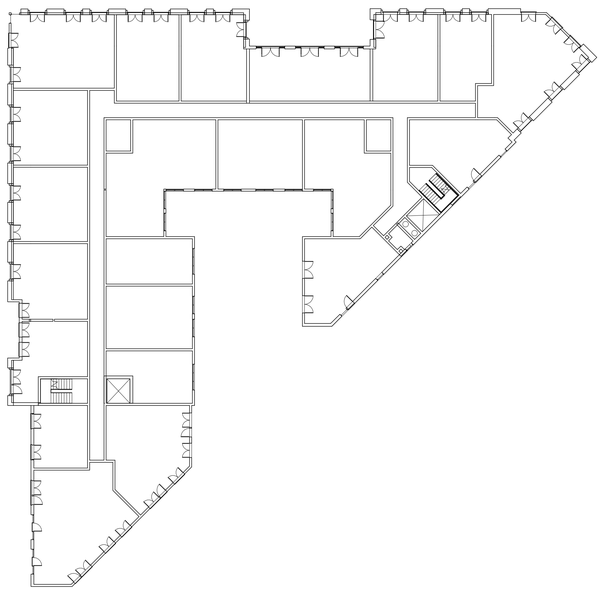
2ND FLOOR OPEN SPACE PLAN
3/64" = 1'-0"

17



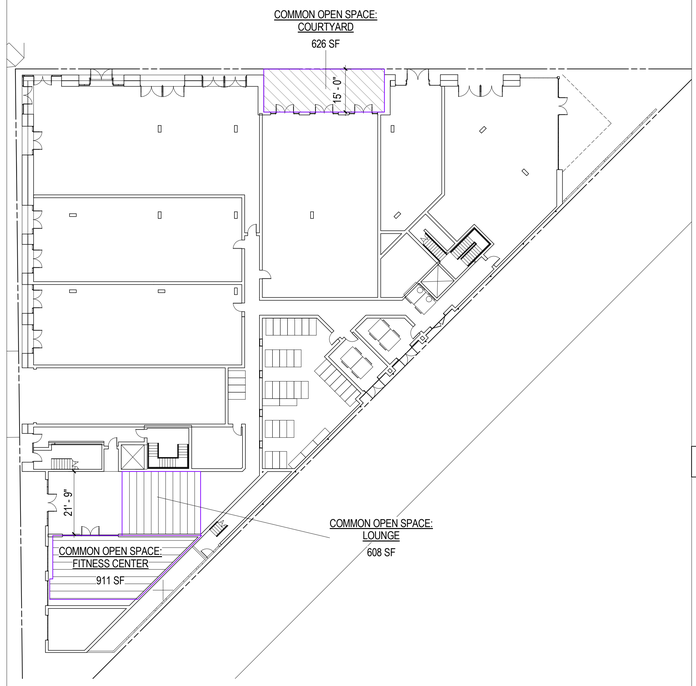
5TH FLOOR OPEN SPACE PLAN
3/64" = 1'-0"

30



3RD FLOOR OPEN SPACE PLAN
3/64" = 1'-0"

20



1ST FLOOR OPEN SPACE PLAN
3/64" = 1'-0"

10

PROVIDED OPEN SPACE - COMBINED

	7500 SUNSET - EAST (SF)	7500 SUNSET - WEST (SF)	COMBINED (SF)
COMMON	9,022	8,218	17,240
PRIVATE	850	3,200	4,050
TOTAL	9,872	11,418	**21,290**
REQD BY CODE	7,750	13,475	**21,225**
EXCESS OF REQD	2,122	-2,057	**65**

REQUIRED OPEN SPACE

NAME	UNIT	# OF UNITS	REQ'D OPEN SPACE
STUDIO	0	22	2200 SF
1 BR	1	37	3700 SF
2 BR	2	12	1500 SF
3 BR	3	2	350 SF
Grand total		73	7750 SF

PROVIDED OPEN SPACE

NAME	QTY	AREA (SF)
COMMON OPEN SPACE COMMUNITY ROOM	1	725
COMMON OPEN SPACE: COURTYARD	2	3293
COMMON OPEN SPACE: FITNESS CENTER	1	911
COMMON OPEN SPACE: LOUNGE	1	608
COMMON OPEN SPACE: ROOF DECK	2	3485
		9022
PRIVATE OPEN SPACE: BALCONY	17	850
		850
Grand total		9872

OPEN SPACE PROVIDED AT TOTAL PROJECT (EAST AND WEST SITES) EXCEEDS OPEN SPACE REQUIREMENT BY 65 SF.

OPEN SPACE REQUIREMENTS PER LAMC 12.21 G:

100 SF/UNIT < 3 HABITABLE ROOMS (STUDIO & 1 BR UNITS)
125 SF/UNIT = 3 HABITABLE ROOMS (2 BR UNITS)
175 SF/UNIT > 3 HABITABLE ROOMS (3 BR UNITS)

NOTE:
1. A KITCHEN IS NOT CONSIDERED A HABITABLE ROOM FOR PURPOSES OF CALCULATING OPEN SPACE.

PERCENT OF LANDSCAPED OPEN SPACE
LANDSCAPED AREA = 25% OF REQUIRED COMBINED COMMON OPEN SPACE = (21,225 SF x 50%) 25% = 2,653 SF

LEGEND

- COMMON OPEN SPACE COMMUNITY ROOM
- COMMON OPEN SPACE: COURTYARD
- COMMON OPEN SPACE: FITNESS CENTER
- COMMON OPEN SPACE: LOUNGE
- COMMON OPEN SPACE: ROOF DECK
- PRIVATE OPEN SPACE: BALCONY

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SHEET TITLE:
OPEN SPACE CALCULATIONS

SHEET NUMBER:
G021
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REQUIRED PARKING - RESIDENTIAL AUTOMOBILE

UNIT TYPE	QUANTITY	FACTOR	TOTAL REQD
STUDIO	22	1	22
1 BR	37	1	37
2 BR	12	2	24
3 BR	2	2	4
Grand total	73		87

REQUIRED PARKING - COMMERCIAL AUTOMOBILE

USE	AREA	FACTOR	REQUIRED PARKING
RETAIL	9,000 SF	1 PER 250 SF	36
RESTAURANT	5,000 SF	1 PER 100 SF	50
14,000 SF			**86**

REQUIRED RESIDENTIAL + COMMERCIAL PARKING = 175 STALLS

PROVIDED PARKING - RESIDENTIAL AUTOMOBILE

	G	P1	P2	P3	TOTAL
STANDARD	0	31	40	44	115
COMPACT	0	0	2	2	4
TANDEM	0	2	4	7	13
ACCESSIBLE	0	1 VAN 1 CAR	0	0	1 VAN 1 CAR
ACCESSIBLE EV	0	0	2 CARS	0	2 CARS
	0	35	48	53	**136**

87 FOR EAST
44 FOR WEST
5 EXCESS
136 TOTAL

PROVIDED PARKING - COMMERCIAL AUTOMOBILE

	P1	7500 SUNSET (WEST)	TOTAL
STANDARD	0	49	49
COMPACT	0	31	31
ACCESSIBLE	2 VAN 2 CAR	0 VAN 0 CAR	2 VAN 2 CAR
ACCESSIBLE EV	0	1 VAN 1 CAR	1 VAN 1 CAR
	4	82	**86**

REQUIRED PARKING FOR EAST PROVIDED AT BOTH BUILDINGS

	RESIDENTIAL	COMMERCIAL
IN 7500 SUNSET - EAST	87	4
IN 7500 SUNSET - WEST	0	82
TOTAL	87	86
GRAND TOTAL	**173**	

GREEN PARKING REQUIREMENTS - RESIDENTIAL

87 PROVIDED RESIDENTIAL STALLS X 5% = **5 EV STALLS** REQUIRED AND PROVIDED
(INCLUDING ONE STALL W/ SIDE AISLE PER 4.106.4.2.2, 2017 CA GREEN BUILDING STANDARDS CODE)

GREEN PARKING REQUIREMENTS - COMMERCIAL

5 EV STALLS REQUIRED AND PROVIDED
(PER TABLE 5.106.5.3.3, 2017 CA GREEN BUILDING STANDARDS CODE, INCLUDING 1 VAN ACCESSIBLE AND 1 STANDARD ACCESSIBLE STALL PER LABC TABLE 11B-228.3.2.1)

CLEAR AIR VEHICLE STALLS: **8 STALLS** REQUIRED AND PROVIDED
(PER TABLE 5.106.5.2, 2017 CA GREEN BUILDING STANDARDS CODE)

ACCESSIBLE PARKING REQUIREMENTS - RESIDENTIAL

PER LABC 1109A.3, ACCESSIBLE PARKING SHALL BE PROVIDED FOR 2% OF MULTIFAMILY DWELLING UNITS

87 RESIDENTIAL x 2% = 2 REQUIRED ACCESSIBLE STALLS
(INCLUDING ONE VAN SPACE)

PROVIDED ACCESSIBLE SPACES: 1 ADA VAN +1 ADA CAR
(NOTE: NO GUEST PARKING PROVIDED IN THIS PROJECT)

ACCESSIBLE PARKING REQUIREMENTS - COMMERCIAL

PER LABC TABLE 11B-6, FOR 86 TOTAL STALLS: 4 REQUIRED AND PROVIDED ACCESSIBLE STALLS

(INCLUDING TWO VAN SPACES)

PROVIDED PARKING - RESIDENTIAL & COMMERCIAL

	7500 SUNSET - EAST			7500 SUNSET - WEST			COMBINED
STALL TYPE	**RESIDENTIAL**	**COMMERCIAL**	**TOTAL**	**RESIDENTIAL**	**COMMERCIAL**	**TOTAL**	
STANDARD	115	0	115	83	121	204	319
COMPACT	4	0	4	3	73	76	80
TANDEM	13	0	13	21	0	21	34
ACCESSIBLE	2	4	6	3	4	7	13
EV	2	0	2	0	4	4	6
GRAND TOTAL	**136**	**4**	**140**	**110**	**202**	**312**	**452**

REQ'D BY CODE	87	86	173	154	94	248	421
PARKING PROVIDED IN EXCESS OF REQUIRED							**31**
WITH BICYCLE REDUCTION							
REQ'D BY CODE	79	69	148	139	76	215	363
PARKING PROVIDED IN EXCESS OF BICYCLE REDUCTION (ALLOWED BUT NOT TAKEN)							**89**

NOTE:
THIS PROJECT IS NOT TAKING ANY VEHICULAR PARKING REDUCTIONS BASED ON THE BICYCLE ORDINANCE

EAST BUILDING

COMMERCIAL BICYCLE REDUCTION (FOR INFORMATIONAL PURPOSES ONLY)
* CODE REQUIRED AUTOMOBILE PARKING SPACES: **86**
* CODE REQUIRED LONG TERM BICYCLE PARKING SPACES: **7**

MAX AUTO REDUCTION ALLOWED: 20% OF 86 = **17 AUTOMOBILE STALLS**

BICYCLE SPACES REQUIRED FOR REDUCTION: 17 X 4 = **68 BICYCLE STALLS**

7 PROVIDED BICYCLE STALLS + 61 ADDT'L BICYCLE STALLS NEEDED FOR REDUCTION

TOTAL AUTO SPACES REQUIRED AFTER REDUCTION: 86 - 17 = **69 AUTOMOBILE STALLS**

RESIDENTIAL BICYCLE REDUCTION (FOR INFORMATIONAL PURPOSES ONLY)
* CODE REQUIRED AUTOMOBILE PARKING SPACES: **87**
* CODE REQUIRED LONG TERM BICYCLE PARKING SPACES: **73**

MAX AUTO REDUCTION ALLOWED: 10% OF 87 = **8 AUTOMOBILE STALLS**

BICYCLE SPACES REQUIRED FOR REDUCTION: 8 X 4 = **24 BICYCLE STALLS**

73 PROVIDED BICYCLE STALLS > 24 BICYCLE STALLS NEEDED FOR REDUCTION, THEREFORE REDUCTION IS ALLOWED

TOTAL AUTO SPACES REQUIRED AFTER REDUCTION: 87 - 8 = **79 AUTOMOBILE STALLS**

WEST BUILDING

COMMERCIAL BICYCLE REDUCTION (FOR INFORMATIONAL PURPOSES ONLY)
* CODE REQUIRED AUTOMOBILE PARKING SPACES: **94**
* CODE REQUIRED LONG TERM BICYCLE PARKING SPACES: **8**

MAX AUTO REDUCTION ALLOWED: 20% OF 94 = **18 AUTOMOBILE STALLS**

BICYCLE SPACES REQUIRED FOR REDUCTION: 18 X 4 = **72 BICYCLE STALLS**

8 PROVIDED BICYCLE STALLS + 64 ADDT'L BICYCLE STALLS NEEDED FOR REDUCTION

TOTAL AUTO SPACES REQUIRED AFTER REDUCTION: 94 - 18 = **76 AUTOMOBILE STALLS**

RESIDENTIAL BICYCLE REDUCTION (FOR INFORMATIONAL PURPOSES ONLY)
* CODE REQUIRED AUTOMOBILE PARKING SPACES: **154**
* CODE REQUIRED LONG TERM BICYCLE PARKING SPACES: **127**

MAX AUTO REDUCTION ALLOWED: 10% OF 154 = **15 AUTOMOBILE STALLS**

BICYCLE SPACES REQUIRED FOR REDUCTION: 15 X 4 = **60 BICYCLE STALLS**

127 PROVIDED BICYCLE STALLS > 60 BICYCLE STALLS NEEDED FOR REDUCTION, THEREFORE REDUCTION IS ALLOWED

TOTAL AUTO SPACES REQUIRED AFTER REDUCTION: 154 - 15 = **139 AUTOMOBILE STALLS**

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LOS ANGELES, CA 90046

FARING
659 N ROBERTSON BLVD
WEST HOLLYWOOD, CA 90069

Faring.

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SUBMITTAL:
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JOB NUMBER:
17018
DATE:
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REVISIONS:

SHEET TITLE:
PARKING CALCS

SHEET NUMBER:
G023
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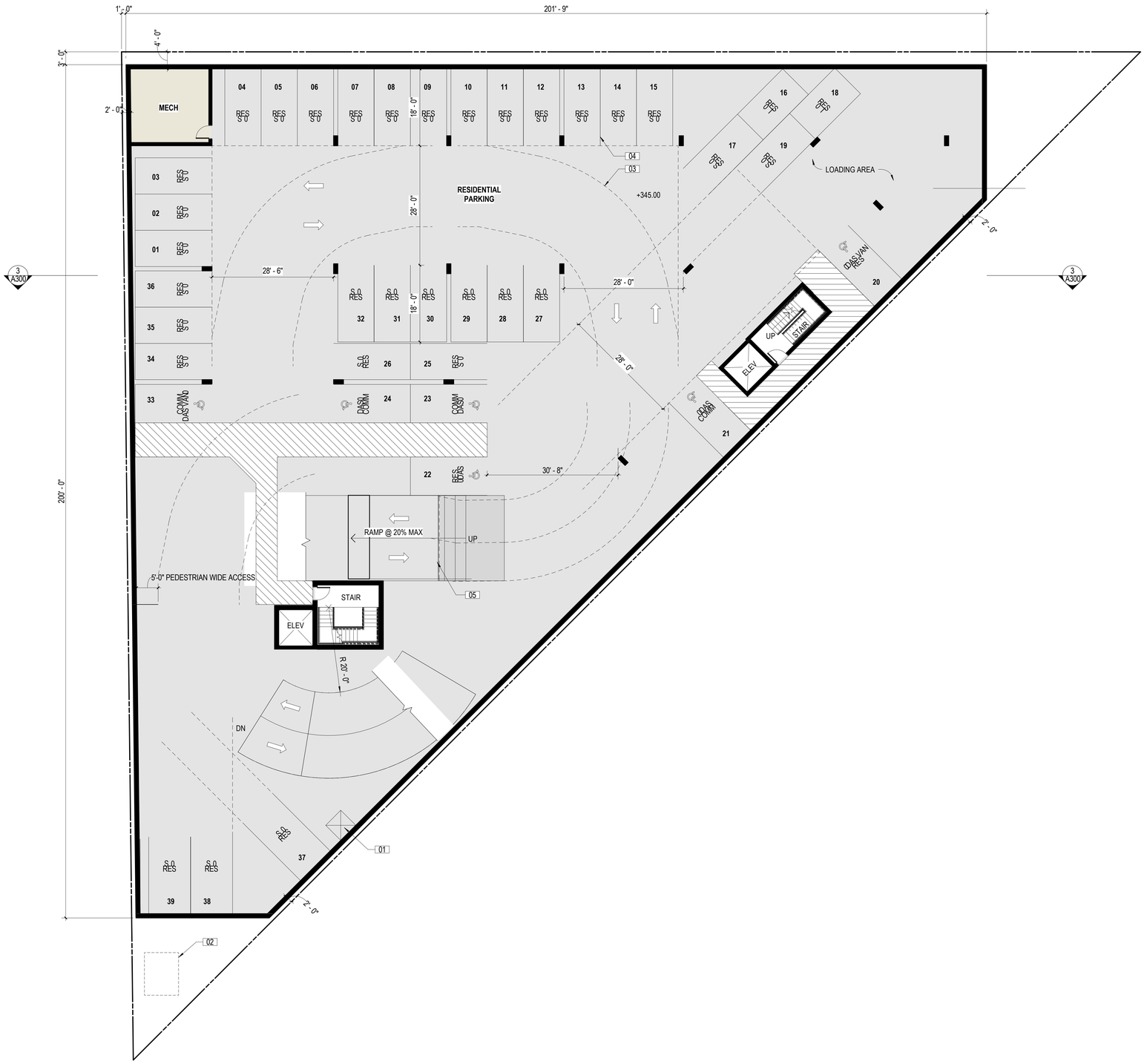

P1 LEVEL
3/32" = 1'-0"

5

NOTES

01 GARAGE EXHAUST
02 TRANSFORMER ABOVE
03 LINE OF REQD TURNING RADIUS FOR MORE THAN 25 CARS
04 PARKING STRIPING
05 ROLL-DOWN GATE

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

B. PROVIDE MIN 8'-2" CLEARANCE HEIGHT AT HANDICAP DRIVE AISLE AND PARKING SPACES. PROVIDE MIN 7'-0" CLEARANCE AT ALL OTHER GARAGE LOCATIONS.

PARKING SCHEDULE - P1

COMMERCIAL	
(3) ACCESSIBLE	4
RESIDENTIAL	
(1) STANDARD	31
(3) ACCESSIBLE	2
(4) TANDEM	2
Grand total	39

LEGEND

RES	RESIDENTIAL PARKING STALL
COMM	COMMERCIAL PARKING STALL
S	STANDARD PARKING STALL
C	COMPACT PARKING STALL
	ACCESSIBLE PARKING STALL
	ELECTRICAL VEHICLE PARKING STALL

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SHEET TITLE:

P1 LEVEL

SHEET NUMBER:

A101

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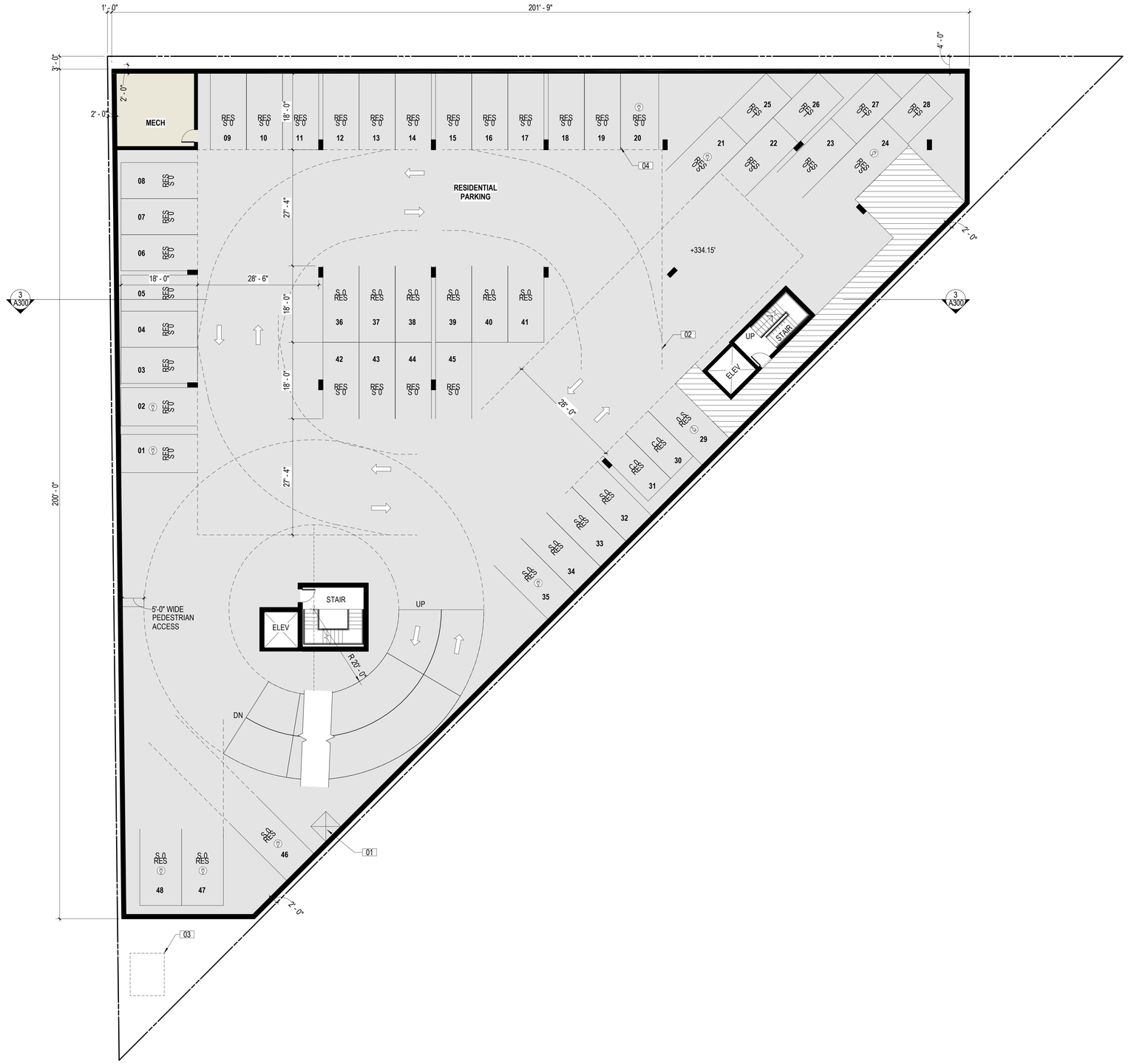

P2 LEVEL
3/32" = 1'-0"

0' 4' 8' 16' 32'

N

5

NOTES

01 GARAGE EXHAUST
02 LINE OF REQD TURNING RADIUS FOR MORE THAN 25 CARS
03 TRANSFORMER ABOVE

PARKING SCHEDULE - P2

RESIDENTIAL	
(1) STANDARD	42
(2) COMPACT	2
(4) TANDEM	4
Grand total	48

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

B. PROVIDE MIN 8'-2" CLEARANCE HEIGHT AT HANDICAP DRIVE AISLE AND PARKING SPACES. PROVIDE MIN 7'-0" CLEARANCE AT ALL OTHER GARAGE LOCATIONS.

LEGEND

RES	RESIDENTIAL PARKING STALL
COMM	COMMERCIAL PARKING STALL
S	STANDARD PARKING STALL
C	COMPACT PARKING STALL
	ACCESSIBLE PARKING STALL
	ELECTRICAL VEHICLE PARKING STALL

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P2 LEVEL

SHEET NUMBER:
A102

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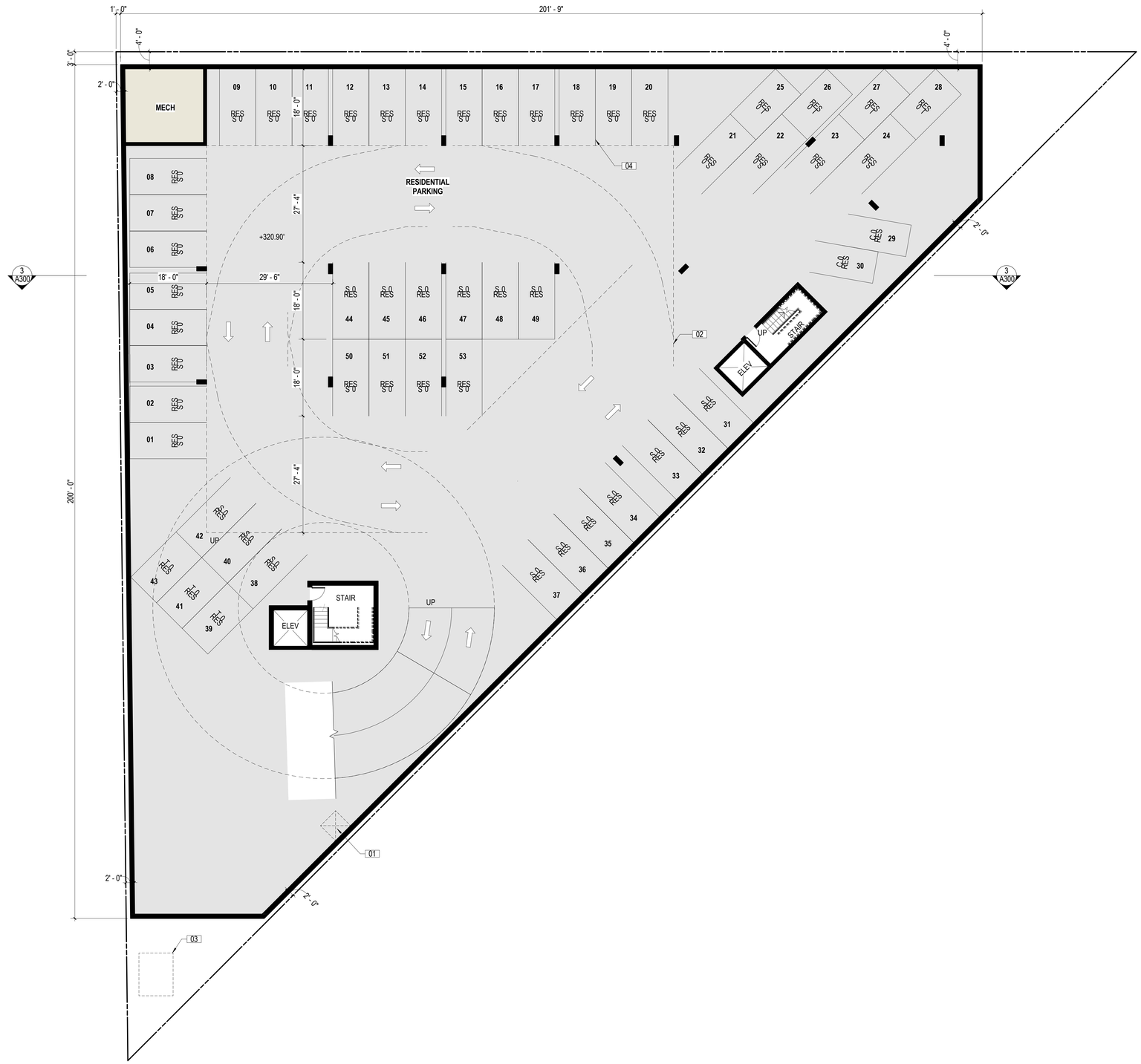

P3 LEVEL
3/32" = 1'-0"

0' 4' 8' 16' 32'

N

NOTES

01 GARAGE EXHAUST
02 LINE OF REQD TURNING RADIUS FOR MORE THAN 25 CARS
03 TRANSFORMER ABOVE
04 PARKING STRIPING

PARKING SCHEDULE - P3

RESIDENTIAL	
(1) STANDARD	44
(2) COMPACT	2
(4) TANDEM	7
Grand total	53

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

B. PROVIDE MIN 8'-2" CLEARANCE HEIGHT AT HANDICAP DRIVE AISLE AND PARKING SPACES. PROVIDE MIN 7'-0" CLEARANCE AT ALL OTHER GARAGE LOCATIONS.

LEGEND

RES	RESIDENTIAL PARKING STALL
COMM	COMMERCIAL PARKING STALL
S	STANDARD PARKING STALL
C	COMPACT PARKING STALL
	ACCESSIBLE PARKING STALL
	ELECTRICAL VEHICLE PARKING STALL

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17018
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SHEET TITLE:
P3 LEVEL

SHEET NUMBER:
A103
6/27/18 5:44:50 PM

0' 4' 8' 16' 32'

N

1ST FLOOR PLAN
3/32" = 1'-0"

5

NOTES

01 LINE OF BUILDING ABOVE
02 PROPOSED TRANSFORMER
03 PLANTER AREA, SEE LANDSCAPE DWGS
04 STREET TREE
05 SHORT TERM COMM BIKE PARKING
06 SITE WALL
07 GARAGE EXHAUST

SHEET NOTES

@ 1ST FLOOR LEVEL:
45 STACKED BICYCLE STALLS =
73 RESIDENTIAL & 7 COMMERCIAL
LONG TERM BICYCLE STALLS PROVIDED

LEGEND

DL — LONG TERM BIKE STALL - DOUBLE TIER BIKE RACK

S — SHORT TERM BIKE STALL FOR TWO BIKES

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17018
DATE:
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SHEET TITLE:
1ST FLOOR PLAN

SHEET NUMBER:
A110

5/17/18 6:06:51 PM

0' 4' 8' 16' 32'

N

2ND FLOOR PLAN
3/32" = 1'-0"

5

NOTES

01 TRASH & RECYCLING CHUTE
02 EGRESS STAIR

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

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DATE:
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REVISIONS:

SHEET TITLE:

2ND FLOOR PLAN

SHEET NUMBER:

A120

9/17/18 5:44:56 PM

0' 4' 8' 16' 32'

3RD FLOOR PLAN
3/32" = 1'-0"

5

NOTES

01 TRASH & RECYCLING CHUTE

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

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SHEET TITLE:

3RD FLOOR PLAN

SHEET NUMBER:

A130

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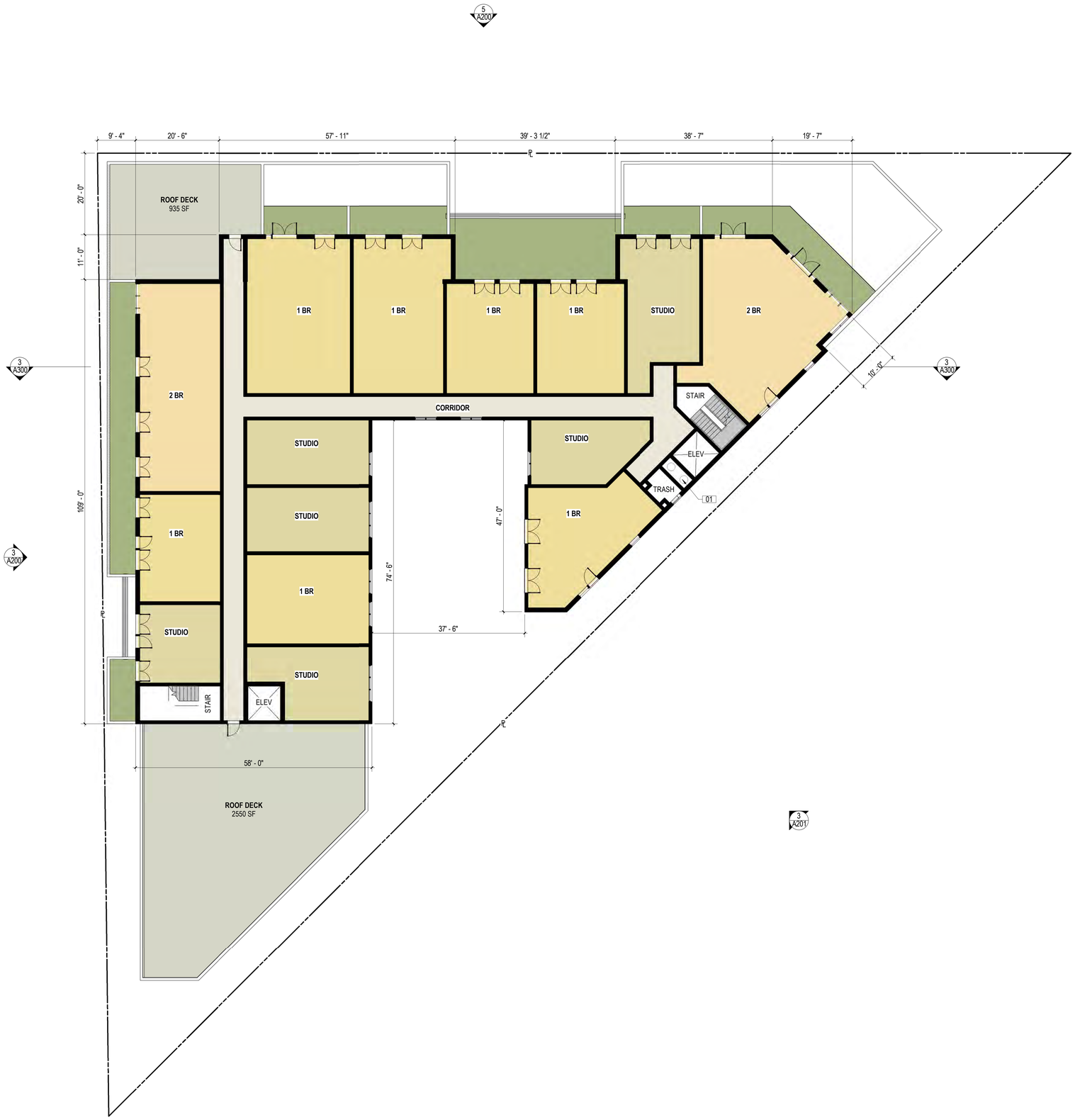

0' 4' 8' 16' 32'

N

4TH FLOOR PLAN
3/32" = 1'-0"

5

NOTES

01 TRASH & RECYCLING CHUTE

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

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SHEET TITLE:

4TH FLOOR PLAN

SHEET NUMBER:

A140

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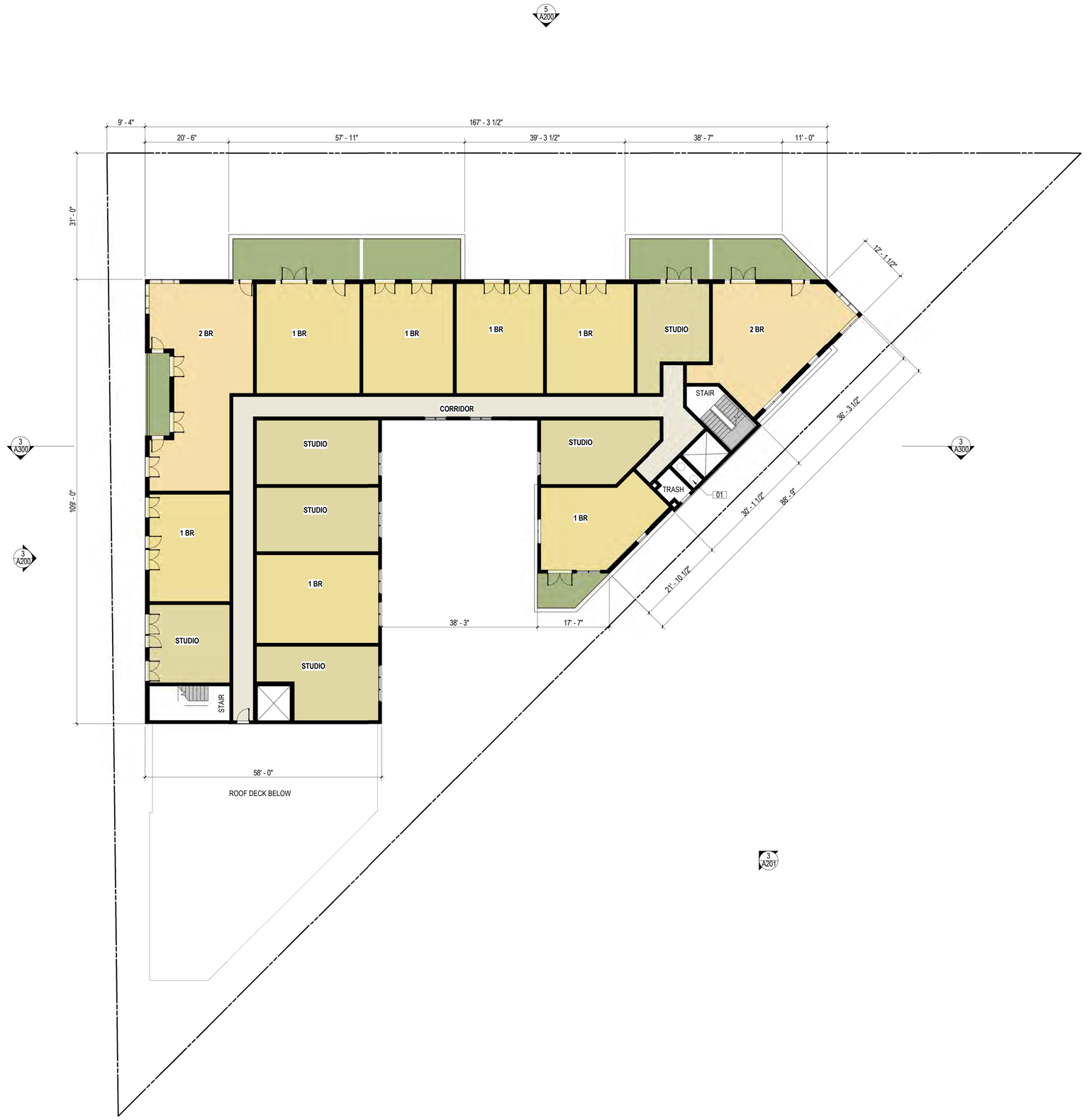

0' 4' 8' 16' 32'

5TH FLOOR PLAN
3/32" = 1'-0"

5

NOTES

01 TRASH & RECYCLING CHUTE

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

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SHEET TITLE:
5TH FLOOR PLAN

SHEET NUMBER:
A150

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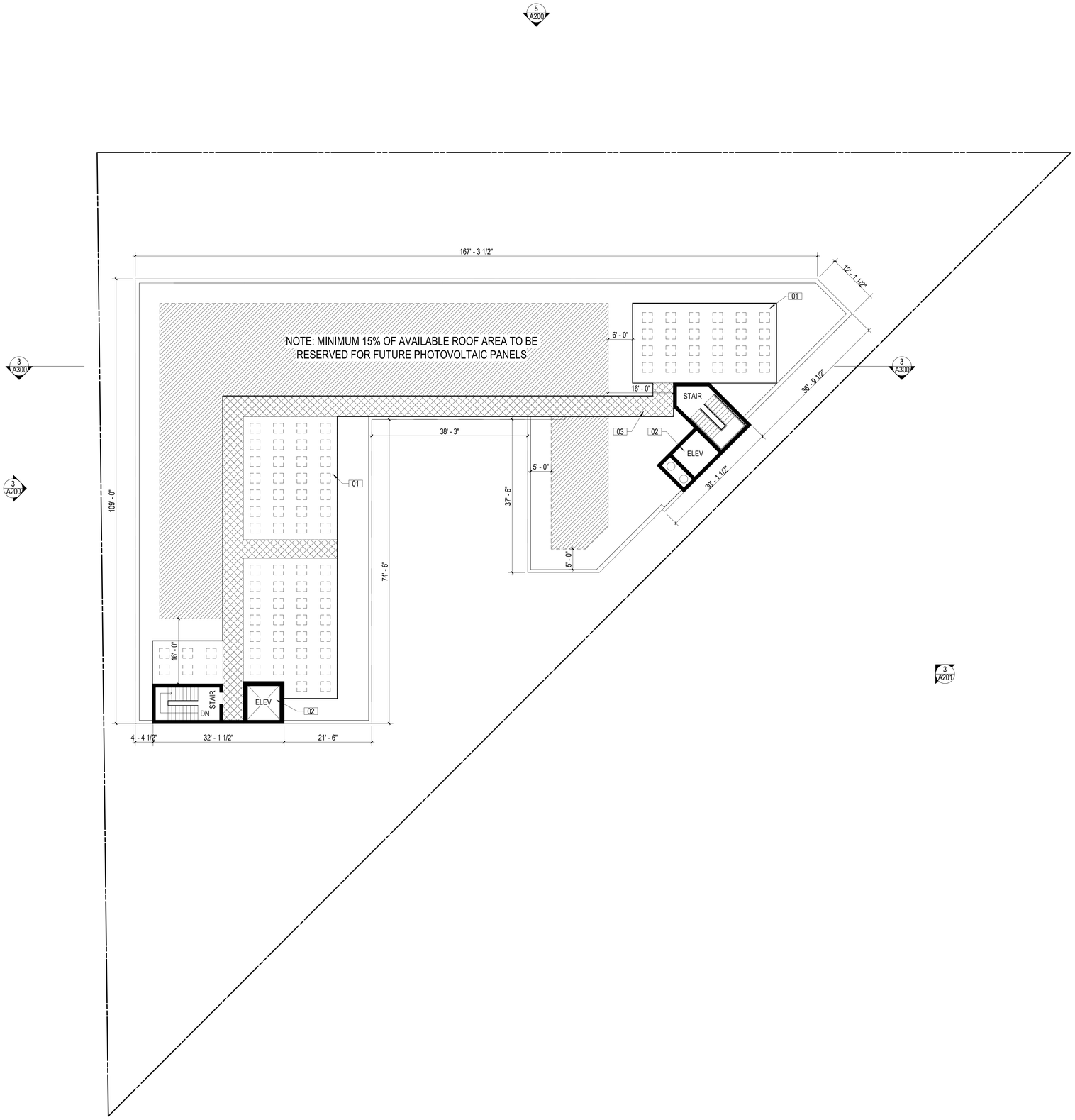

ROOF PLAN
3/32" = 1'-0"

5

0' 4' 8' 16' 32'

N

NOTES

01 MECHANICAL EQUIPMENT ON PLATFORM
02 ELEVATOR PENTHOUSE
03 WALKING PAD

SHEET NOTES

A. ROOF SLOPES CONTINUOUS TO DOWNSPOUT OR ROOF DRAIN. SLOPES TO BE A MINIMUM OF 1/4" PER FOOT.

LEGEND

FUTURE PHOTOVOLTAIC PANEL AREA

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17018
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SHEET TITLE:
ROOF PLAN

SHEET NUMBER:
A170

6/27/18 3:45:07 PM

WEST ELEVATION - SIERRA BONITA

3/32" = 1'-0"

3

NORTH ELEVATION

3/32" = 1'-0"

5

NOTES

01 ALUMINUM STOREFRONT
02 METAL RAILING
03 JULIET BALCONY
04 GLASS RAILING
05 FABRIC AWNING
06 METAL CANOPY
07 SITE WALL

LEGEND

PL1 PLASTER FINISH, PAINT 1
PL2 PLASTER FINISH, PAINT 2
MP1 PAINTED METAL PANEL
MV1 MASONRY VENEER
CM1 CONCRETE MASONRY, PAINT 1
CM2 CONCRETE MASONRY, PAINT 2

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SHEET TITLE:

ELEVATIONS

SHEET NUMBER:

A200

9/10/18 3:40:41 PM

LADOT PARKING LOT ELEVATION
3/32" = 1'-0"

3

NOTES

01 ORNAMENTAL METAL SCREEN
02 EGRESS GATE
03 EXTERIOR LIGHT FIXTURE
04 ALUMINUM STOREFRONT
05 JULIET BALCONY
06 SITE FENCE
07 GLASS RAILING

LEGEND

PL1 PLASTER FINISH, PAINT 1
PL2 PLASTER FINISH, PAINT 2
MP1 PAINTED METAL PANEL
MV1 MASONRY VENEER
CM1 CONCRETE MASONRY, PAINT 1
CM2 CONCRETE MASONRY, PAINT 2

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17018
DATE:
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SHEET TITLE:
ELEVATIONS

SHEET NUMBER:
A201
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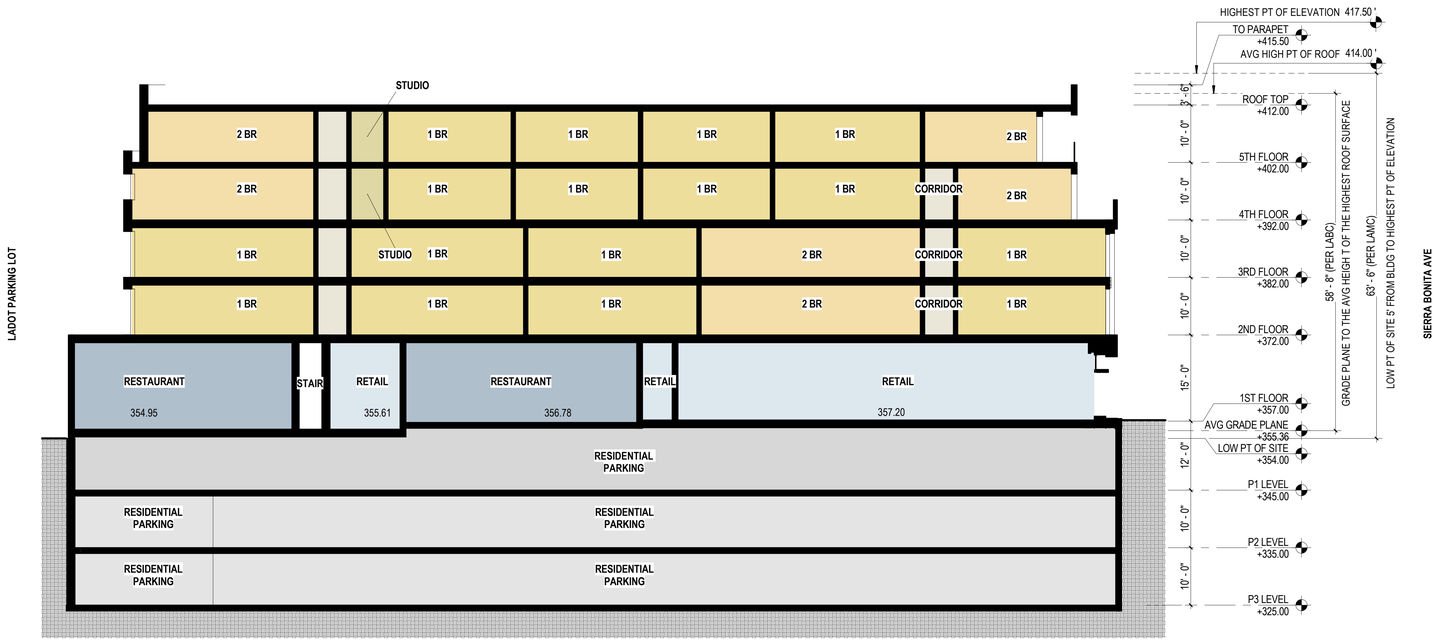

LONGITUDINAL SECTION
3/32" = 1'-0"

3

NOTES

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SHEET TITLE:
BUILDING SECTIONS

SHEET NUMBER:
A300
9/17/18 5:45:08 PM

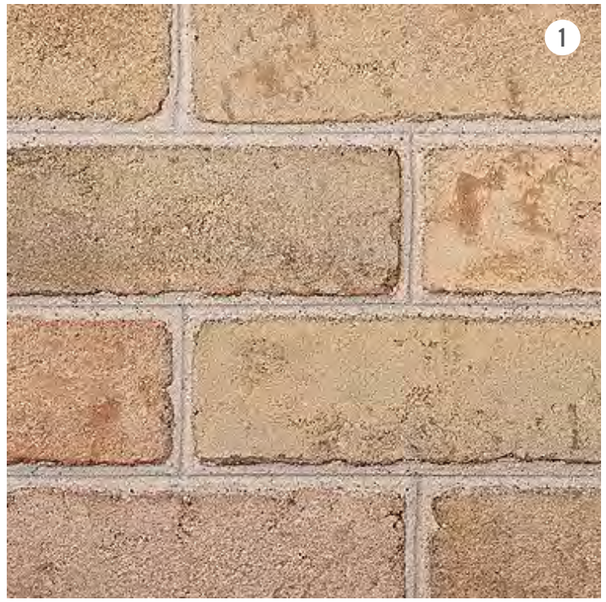
1. MASONRY VENEER
2. PAINTED METAL PANEL
3. DARK BRONZE ALUMINUM WINDOWS AND DOORS
4. PLASTER FINISH
5. FABRIC AWNING
6. CONCRETE MASONRY
7. SPLIT FACE CONCRETE MASONRY
8. METAL VERTICAL PICKET RAILING
9. METAL CANOPY

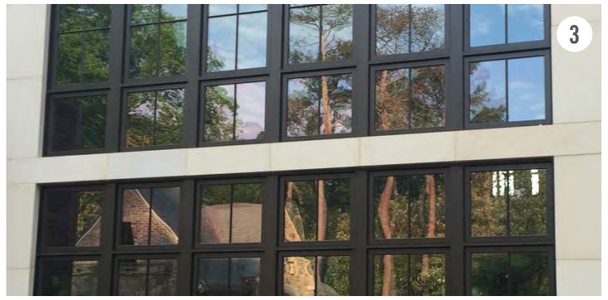
EAST

7500 SUNSET EAST & WEST

Faring.

KFA





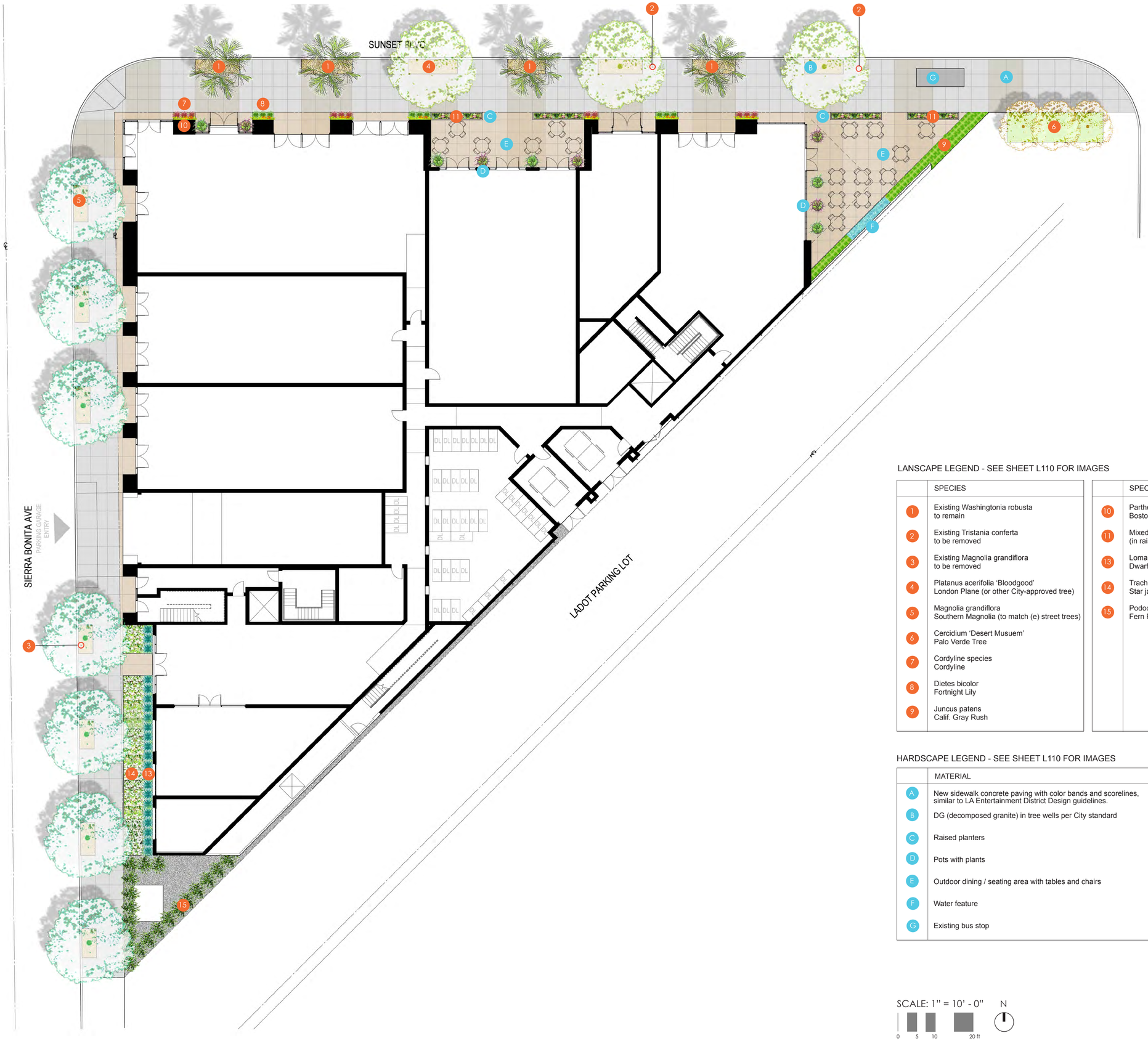
1. MASONRY VENEER
2. PAINTED METAL PANEL
3. DARK BRONZE ALUMINUM WINDOWS AND DOORS
4. PLASTER FINISH
5. FABRIC AWNING
6. CONCRETE MASONRY
7. SPLIT FACE CONCRETE MASONRY
8. METAL VERTICAL PICKET RAILING
9. METAL CANOPY

EAST

7500 SUNSET EAST & WEST

Faring.

KFA



LANSCAPE LEGEND - SEE SHEET L110 FOR IMAGES

	SPECIES
1	Existing Washingtonia robusta to remain
2	Existing Tristania conferta to be removed
3	Existing Magnolia grandiflora to be removed
4	Platanus acerifolia 'Bloodgood' London Plane (or other City-approved tree)
5	Magnolia grandiflora Southern Magnolia (to match (e) street trees)
6	Cercidium 'Desert Musuem' Palo Verde Tree
7	Cordyline species Cordyline
8	Dietes bicolor Fortnight Lily
9	Juncus patens Calif. Gray Rush

	SPECIES
10	Parthenocissus tricuspidata Boston Ivy
11	Mixed succlents (in raised planters)
13	Lomandra longifolia 'Breeze' Dwarf Mat Rush
14	Trachelospermum jasminoides Star jasmine
15	Podocarpus gracilior Fern Pine hedge

HARDSCAPE LEGEND - SEE SHEET L110 FOR IMAGES

	MATERIAL
A	New sidewalk concrete paving with color bands and scorelines, similar to LA Entertainment District Design guidelines.
B	DG (decomposed granite) in tree wells per City standard
C	Raised planters
D	Pots with plants
E	Outdoor dining / seating area with tables and chairs
F	Water feature
G	Existing bus stop

SCALE: 1" = 10' - 0"

0 5 10 20 ft

N

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FARING CAPITAL
8777 MELROSE AVE
WEST HOLLYWOOD, CA 90069

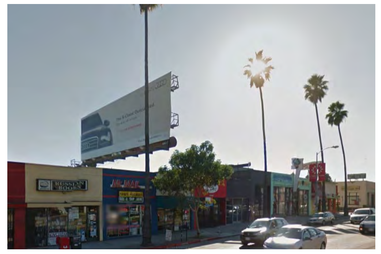
SUBMITTAL
SITE PLAN REVIEW SET

JOB NUMBER
13024
DATE
06.05.2018
REVISIONS

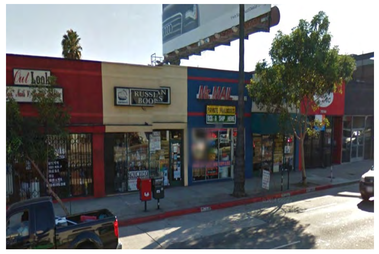
SHEET TITLE
Landscape Plan Ground Floor

SHEET NUMBER
L100

LANDSCAPE



1 (4) Existing Washingtonia robusta
to remain



2 (2) Existing Tristania conferta
to be removed

3 (1) Existing Magnolia grandiflora
to be removed

4 (3) Platanus acerifolia 'Bloodgood'
London Plane (or other City-approved tree)

5 (7) Magnolia grandiflora
Southern Magnolia (to match (e) street trees)

6 (5) Cercidium 'Desert Musuem'
Palo Verde Tree

7 Cordyline species
Cordyline

8 Dietes bicolor
Fortnight Lily

9 Juncus patens
Calif. Gray Rush

10 Parthenocissus tricuspidata
Boston Ivy

11 Mixed succlents
in raised planters

13 Lomandra longifolia 'Breeze'
Dwarf Mat Rush

14 Trachelospermum jasminoides
Star jasmine

15 Podocarpus gracilior
Fern Pine hedge

HARDSCAPE

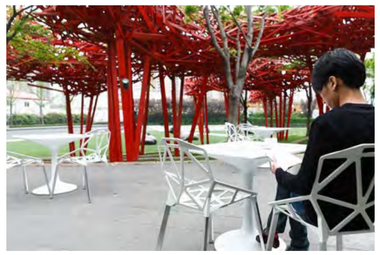
A New sidewalk concrete paving with color bands and scorelines, similar to LA Entertainment District Design guidelines. DG in tree wells per City standard

B DG (decomposed granite) in tree wells per City standard

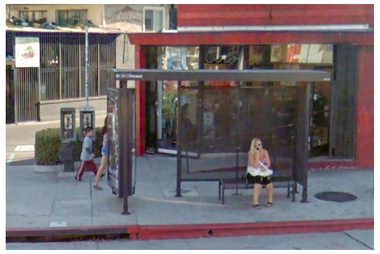
C Raised planters

D Pots with plants

E Outdoor dining / seating area with tables and chairs



F Water feature



G Existing bus stop

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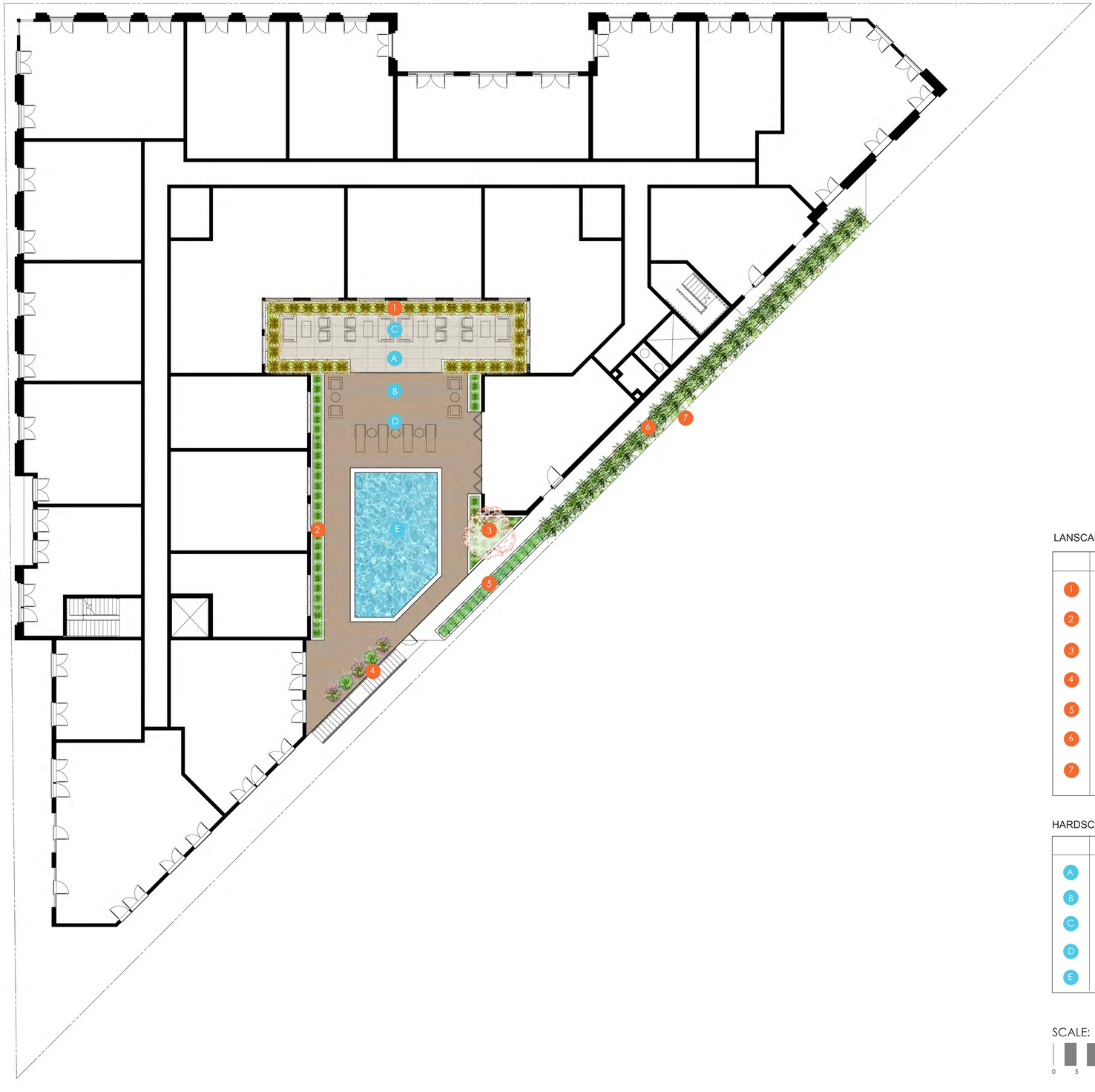
SUBMITTAL
SITE PLAN REVIEW SET

JOB NUMBER
13024
DATE
06.05.2018
REVISIONS

SHEET TITLE
Materials Ground Floor

SHEET NUMBER
L110



LANSCAPE LEGEND - SEE SHEET L130 FOR IMAGES

	SPECIES
1	Nandina domestica Heavenly Bamboo (in raised planter)
2	Dietes bicolor Fortnight Lily (in raised planter)
3	Acer palmatum 'Bloodgood' Purple-leaf Japanese Maple (in raised planter)
4	Cordyline species Festival Grass (in pots)
5	Westringia species Coast Rosemary (in raised planter)
6	Podocarpus gracilior Fern Pine hedge (in raised planter)
7	Trachelospermum jasminoides Star jasmine (in raised planter)

HARDSCAPE LEGEND - SEE SHEET L130 FOR IMAGES

	MATERIAL
A	Concrete paving
B	Composite wood deck
C	Seating
D	Lounge furniture
E	Swimming pool

SCALE: 1" = 10' - 0"

N

0 5 10 20 ft

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FARING CAPITAL

SUBMITTAL
SITE PLAN REVIEW SET

JOB NUMBER:
13024

DATE:
06.05.2018

REVISIONS:

SHEET TITLE:
Landscape Plan 2nd Floor

SHEET NUMBER:
L120

LANDSCAPE

1 Nandina domestica
Heavenly Bamboo (in raised planter)

2 Dietes bicolor
Fortnight Lily (in raised planter)

3 Acer palmatum 'Bloodgood'
Purple-leaf Japanese Maple

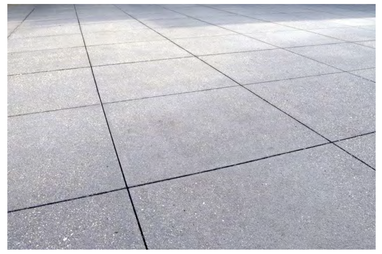
4 Cordyline species
Festival Grass (in pots)

5 Westringia species
Coast Rosemary (in raised planter)

6 Podocarpus gracilior
Fern Pine hedge (in raised planter)

7 Trachelospermum jasminoides
Star jasmine (in raised planter)

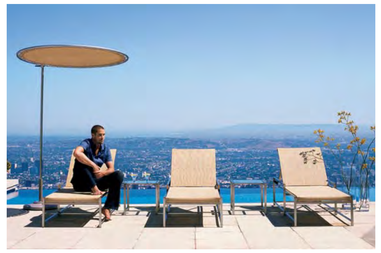
HARDSCAPE



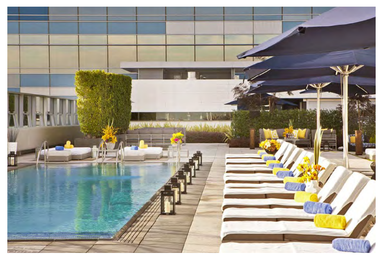
A Concrete paving

B Composite wood deck

C Seating



D Lounge furniture



E Swimming pool

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WEST HOLLYWOOD, CA 90069

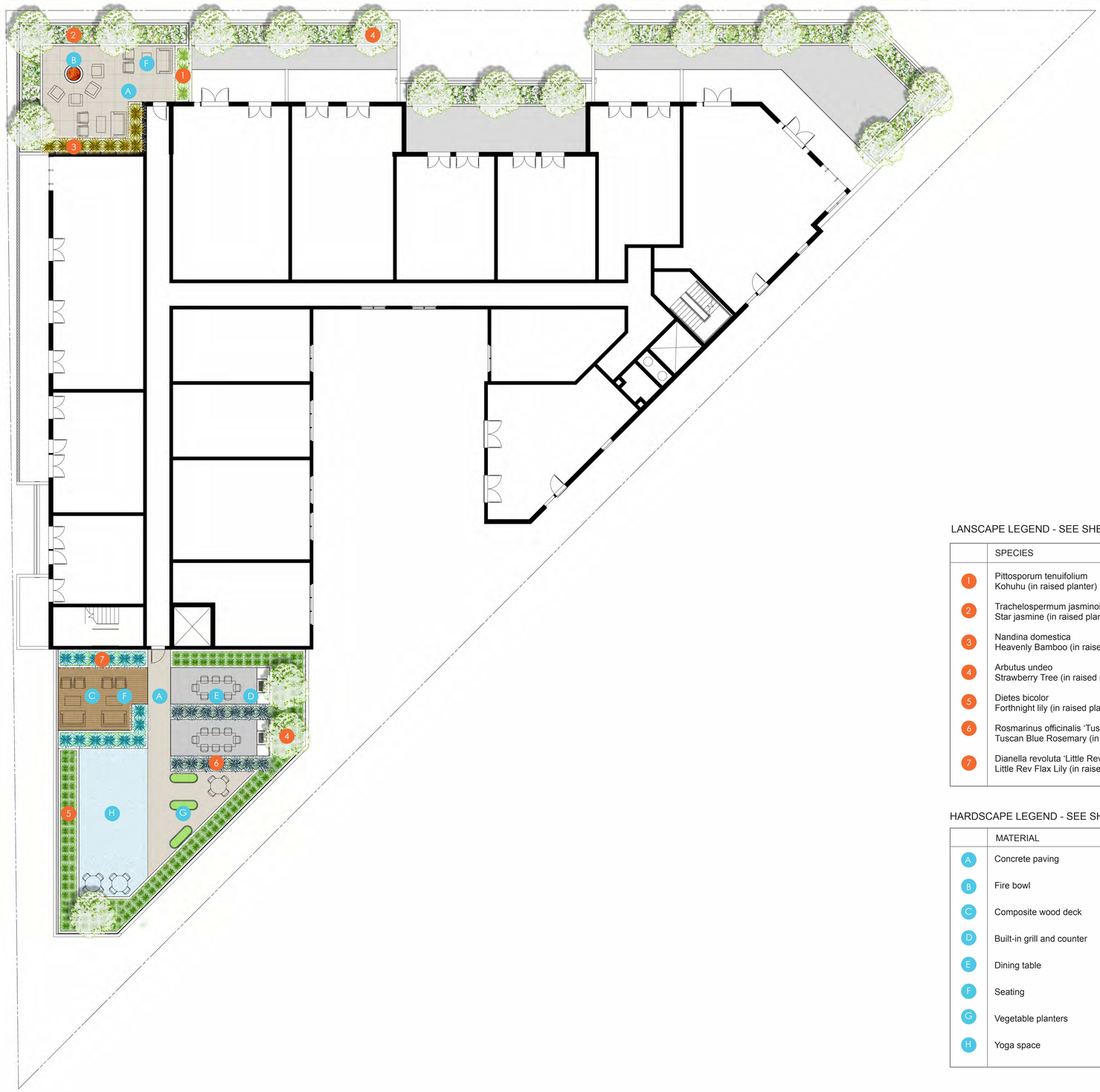
FARING CAPITAL

SUBMITTAL:
SITE PLAN REVIEW SET

JOB NUMBER:
13024
DATE:
06.05.2018
REVISIONS:

SHEET TITLE:
Materials
2nd Floor

SHEET NUMBER:
L130



LANSCAPE LEGEND - SEE SHEET L150 FOR IMAGES

	SPECIES
1	Pittosporum tenuifolium Kohuhu (in raised planter)
2	Trachelospermum jasminoides Star jasmine (in raised planter)
3	Nandina domestica Heavenly Bamboo (in raised planter)
4	Arbutus undeo Strawberry Tree (in raised planter)
5	Dietes bicolor Forthnight lily (in raised planter)
6	Rosmarinus officinalis 'Tuscan Blue' Tuscan Blue Rosemary (in raised planter)
7	Dianella revoluta 'Little Rev' Little Rev Flax Lily (in raised planter)

HARDSCAPE LEGEND - SEE SHEET L150 FOR IMAGES

	MATERIAL
A	Concrete paving
B	Fire bowl
C	Composite wood deck
D	Built-in grill and counter
E	Dining table
F	Seating
G	Vegetable planters
H	Yoga space

SCALE: 1" = 10' - 0"

0 5 10 20 ft

N

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WEST HOLLYWOOD, CA 90069
FARING CAPITAL

SUBMITTAL
SITE PLAN REVIEW SET

JOB NUMBER
13024
DATE
06.05.2018
REVISIONS

SHEET TITLE

SHEET NUMBER
L140

LANDSCAPE

1 Pittosporum tenuifolium
Kohuhu

2 Trachelospermum jasminoides
Star jasmine (in raised planter)

3 Nandina domestica
Heavenly Bamboo

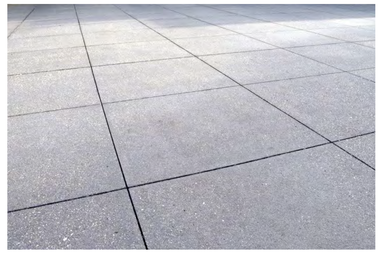
4 Arbutus undeo
Strawberry Tree (in raised planter)

5 Dietes bicolor
Forthnight lily (in raised planter)

6 Rosmarinus officinalis 'Tuscan Blue'
Tuscan Blue Rosemary (in raised planter)

7 Dianella revoluta 'Little Rev'
Little Rev Flax Lily (in raised planter)

HARDSCAPE



A Concrete paving

B Fire bowl

C Composite wood deck

D Built-in grill and counter

E Dining table

F Seating

G Vegetable planters

H Yoga space

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8777 MELROSE AVE
WEST HOLLYWOOD, CA 90069

FARING CAPITAL

SUBMITTAL
SITE PLAN REVIEW SET

JOB NUMBER:
13024
DATE:
06.05.2018
REVISIONS:

SHEET TITLE:
Materials
4th Floor

SHEET NUMBER:
L150

IV. Mitigation Monitoring Program

IV. Mitigation Monitoring Program

1. Introduction

To ensure that the mitigation measures identified in an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) are implemented, the California Environmental Quality Act (CEQA) requires the Lead Agency for a project to adopt a program for monitoring or reporting on the revisions it has required for a project and the measures it has imposed to mitigate or avoid significant environmental effects. As specifically set forth in Section 15097(c) of the CEQA Guidelines, the public agency may choose whether its program will monitor mitigation, report on mitigation, or both. As provided in Section 15097(c) of the CEQA Guidelines, "monitoring" is generally an ongoing or periodic process of project oversight. "Reporting" generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

An EIR has been prepared to address the Project's potential environmental impacts. The evaluation of the Project's impacts takes into consideration project design features, which are measures proposed by the Applicant as a feature of the Project and which are detailed in the EIR. Where appropriate, the EIR also identifies mitigation measures to avoid or substantially lessen any significant impacts. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of those project design features and mitigation measures.

This MMP has been prepared in compliance with the requirements of CEQA Section 21081.6 and CEQA Guidelines Section 15097. It is noted that while certain agencies outside of the City of Los Angeles (City) are listed as the monitoring/enforcement agencies for individual project design features and mitigation measures listed in this MMP, the City, as Lead Agency for the Project, is responsible for overseeing and enforcing implementation of the MMP as a whole.

2. Purpose

It is the intent of this MMP to:

1. Verify compliance with the project design features and mitigation measures identified in the EIR;

2. Provide a framework to document implementation of the identified project design features and mitigation measures;

3. Provide a record of mitigation requirements;

4. Identify monitoring and enforcement agencies;

5. Establish and clarify administrative procedures for the clearance of project design features and mitigation measures;

6. Establish the frequency and duration of monitoring; and

7. Utilize the existing agency review processes wherever feasible.

3. Organization

As shown on the following pages, each identified project design feature and mitigation measure for the Project is listed and categorized by environmental issue area, with accompanying discussion of:

- Enforcement Agency—the agency with the power to enforce the project design feature or mitigation measure.

- Monitoring Agency—the agency to which reports involving feasibility, compliance, implementation, and development are made.

- Monitoring Phase—the phase of the Project during which the project design feature or mitigation measure shall be monitored.

- Monitoring Frequency—the frequency at which the project design feature or mitigation measure shall be monitored.

- Action(s) Indicating Compliance—the action(s) by which the enforcement or monitoring agency indicates that compliance with the identified project design feature or required mitigation measure has been implemented.

4. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each project design feature and mitigation measure and shall be obligated to provide certification, as identified below, to the appropriate

monitoring agency and the appropriate enforcement agency that each project design feature and mitigation measure has been implemented. The Applicant shall maintain records demonstrating compliance with each project design feature and mitigation measure. Such records shall be made available to the City upon request. Further, specifically during the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of project design features and mitigation measures during construction activities consistent with the monitoring phase and frequency set forth in this MMP. The Construction Monitor shall also prepare documentation of the Applicant's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Annual Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measures and project design features within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

5. Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successors subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

6. Mitigation Monitoring Program

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

(1) Project Design Features

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

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

- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Water and Power
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

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:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; 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:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature A-4: All new street and pedestrian outdoor lighting required for the Project shall be shielded and directed towards the interior of the Project Site such 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; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature A-5: The Project Applicant shall remove the existing billboard on-site. Further, the Project shall not include off-premises billboard advertising.

- **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; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature A-6: 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:** Once during field inspection
- **Action(s) Indicating Compliance:** Field inspection sign-off

Project Design Feature A-7: The Project Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials (i.e., graffiti, posters, etc.) 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:** During field inspection(s)
- **Action(s) Indicating Compliance:** Field inspection sign-off

Project Design Feature A-8: 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:** Once during field inspection
- **Action(s) Indicating Compliance:** Field inspection sign-off

Project Design Feature A-9: The exterior 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:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature A-10: Outdoor lighting shall be designed and installed with shielding and directed towards the interior of the Project Site so that the light source does not project directly upon any adjacent property.

- **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; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

B. Air Quality

(1) Project Design Features

Project Design Feature B-1: Participation in fundamental refrigerant management to preclude the use of chlorofluorocarbons (CFCs) in HVAC 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; operation
- **Monitoring Frequency:** Once at project plan check; during field inspection; annually
- **Action(s) Indicating Compliance:** Plan check approval; issuance of applicable building permit; annual compliance report

Project Design Feature B-2: 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

Project Design Feature B-3: The off-road diesel-powered equipment that will be used during any portion of the construction activities associated with grading shall meet the Tier 3 standards.[1]

- **Enforcement Agency:** South Coast Air Quality Management District
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-off

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

C. Greenhouse Gas Emissions

(1) Project Design Features

Project Design Feature C-1: The design of the new buildings shall incorporate environmentally sustainable design features equivalent to a minimum Silver certification under the U.S. Green Building Council's LEED-H® or LEED-NC® Rating System as of January 1, 2011. Such LEED® features would 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

[1] *Tier 3 standards, as defined by the EPA, are provided at www3.epa.gov/otaq/tier3.htm.*

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

Project Design Feature C-2: The Project would prohibit hearths (woodstove and fireplaces) installed in the residences.

- **Enforcement Agency:** South Coast Air Quality Management District
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature C-3: The Project Applicant shall provide at least twenty (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 City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation

- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature C-4: At least five (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 City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature C-5: The Project would include the installation of photovoltaic panels.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

D. Cultural Resources

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

Mitigation Measure D-1: A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be based on consultation with the paleontologist and shall depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. If paleontological materials are encountered, the paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Project Applicant shall then comply with the recommendations of the evaluating paleontologist, and a copy of the paleontological survey report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

- **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:** To be determined by consultation with paleontologist if resource(s) are discovered
- **Action(s) Indicating Compliance:** If unanticipated discoveries are found, submittal of compliance report by a qualified paleontologist

E. Geology and Soils

(1) Project Design Features

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

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-off

Project Design Feature E-2: If existing fill material is to be re-used as engineered fill, any oversize material and any deleterious debris and/or organic matter encountered in the fill material shall be removed.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action(s) Indicating Compliance:** If existing fill is to be re-used, field inspection sign-off

(2) Mitigation Measures

Mitigation Measure E-1: Prior to issuance of grading permits, the Project Applicant shall submit final design plans and a geotechnical engineering report to the Los Angeles Department of Building and Safety for review and approval. The design-level geotechnical engineering report shall be used for final design of the foundation system for the structures and will take into consideration the engineering properties beneath the proposed structures and the projected loads. The final report shall specify exact design coefficients that are needed by structural engineers to determine the type and sizing of structural building materials. The final report shall be subject to the specific

performance criteria imposed by all applicable state and local codes and standards. The final geotechnical report shall be prepared by a registered civil engineer or certified engineering geologist and include appropriate measures to minimize seismic hazards and ensure structural safety of the proposed structure. The proposed structure shall be designed and constructed in accordance with all applicable provisions of the applicable California Building Code and the Los Angeles Building Code. The site-specific geotechnical report shall address each of the recommendations provided in the *Environmental Impact Report, Soils and Geology Issues, Proposed Mixed-Use Development, 7500 through 7528, and 7550 through 7580 West Sunset Boulevard, Los Angeles, California*, prepared by Geotechnologies, Inc., May 30, 2014, including, but not limited to the following:

- All existing fill materials and any disturbed earth materials resulting from grading operations shall be removed and properly recompacted prior to foundation excavation. Any vegetation or associated root system located within the footprint of the proposed structures shall be removed during grading.
- Subsequent to the indicated removals, the exposed grade shall be scarified to a depth of 6 inches, moistened to optimum moisture content, and recompacted in excess of the minimum required comparative density.
- All fill shall be mechanically compacted in layers not more than 8 inches thick. All fill shall be compacted to at least 95 percent of the maximum laboratory density for the materials used.
- The excavated areas shall be carefully observed by the geotechnical engineer prior to placing compacted fill. Field observation and testing shall be performed by a geotechnical engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content.
- Any required import materials shall consist of relatively non-expansive soils with an expansion index of less than 50. The water-soluble sulfate content of the import materials should be less than 0.1 percent by weight.
- Any existing or abandoned utilities located within the footprint of the proposed structures shall be removed or relocated as appropriate. Utility trenches should be backfilled with controlled fill.
- Continuous foundations may be designed for a bearing capacity of 3,500 pounds per square foot and shall be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent

grade, and 18 inches into the recommended alluvial soils. All continuous foundations shall be reinforced with a minimum of four #4 steel bars, two placed near the top and two placed near the bottom.

- Column foundations may be designed for a bearing capacity of 4,000 pounds per square foot and shall be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade, and 18 inches into the recommended alluvial soils.
- Conventional foundations to support the at-grade portion of the structure on the West Site must be deepened through any existing fill materials in order to bear in undisturbed alluvial soils.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-off

F. Land Use

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

G. Noise

(1) Project Design Features

Project Design Feature G-1: Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). Should they be required, generators would be solar-

powered. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

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

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

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

Project Design Feature G-3: All outdoor mounted mechanical equipment shall be enclosed or screened from off-site noise-sensitive receptors.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature G-4: Trash collection rooms shall be located indoors with solid doors.

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

- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature G-5: Loading docks shall be located within the buildings and shall not have a direct line-of-sight to any off-site noise sensitive uses.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature G-6: Outdoor amplified sound systems shall be designed so as not to exceed a maximum noise level of 75 dBA (L_{eq}) at a distance of 50 feet from the amplified sound system.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance:** Documentation of noise management activities in annual compliance report

(2) Mitigation Measures

Mitigation Measure G-1: A temporary and impermeable sound barrier shall be erected along the southern property line of the Project Site between the construction area and the adjacent apartment buildings to the

south. The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of the adjacent apartment buildings to the south.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

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

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

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

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

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

a) Utilize smaller pieces of construction equipment, such as a small bulldozer and hand held compactors, when construction occurs within 22 feet of the adjacent buildings to the south.

b) Prohibit using a jackhammer within 12 feet of the adjacent buildings to the south; use a saw to cut the asphalt.

c) Utilize mini-caisson or alternative methods for installation of piles within 22 feet of the adjacent buildings to the south.

d) Retain the services of a qualified vibration consultant to monitor ground-borne vibration at the adjacent buildings to the south 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 building structures to the south. If the measured ground-borne vibration levels exceed 0.2 inch/second (PPV) at the structures to the south, 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 structures to the south.

- **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

H.1 Public Services—Police Protection

(1) Project Design Features

Project Design Feature H.1-1: During construction, the Project Applicant shall implement 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:** Once during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

Project Design Feature H.1-2: During operation, the Project shall include access controls in the forms of private on-site security, a closed circuit security camera system, and keycard entry for the residential building and the residential parking areas. Contact information for on-site security staff shall be prominently displayed throughout the project.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action Indicating Compliance:** Documentation of private on-site security in annual compliance report

Project Design Feature H.1-3: Natural surveillance occurs when neighbors know each other and are aware of neighborhood organizations and events. During operation, Project residents shall be provided information on local Neighborhood Watch groups and the like and encouraged to participate in community groups and workshops, strengthening the connections between Project residents and their neighbors in the community.

- **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:** Operation
- **Monitoring Frequency:** Annually
- **Action Indicating Compliance:** Documentation of submittal of statement to the Los Angeles Police Department West Bureau Commanding Officer in annual compliance report

Project Design Feature H.1-4: Lobby areas shall be made visible from the public streets or entry ways. Public restrooms and other common facilities shall be located strategically, in convenient and accessible locations, in order to increase use and the perception of safety, not in areas that are remote from areas of frequent activity.

- **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:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature H.1-5: The Project shall provide 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 Police Department; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature H.1-6: The Project shall provide sufficient lighting of parking areas to maximize visibility and reduce areas of concealment.

- **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:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature H.1-7: During operation, the Project shall include keycard entry for residential parking areas.

- **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:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

Mitigation Measure H.1-1: 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 at Project plan check prior to the issuance of applicable building permit
- **Action Indicating Compliance:** Submittal of compliance documentation and subsequent issuance of applicable building permit

Mitigation Measure H.1-2: 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-operation

- **Monitoring Frequency:** Once prior to the issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Submittal of compliance documentation and subsequent issuance of Certificate of Occupancy

H.2 Public Services—Fire Protection

(1) Project Design Features

Project Design Feature H.2-1: The Project shall install fire sprinklers in the proposed buildings.

- **Enforcement Agency:** City of Los Angeles Fire Department
- **Monitoring Agency:** City of Los Angeles Fire Department
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

H.3 Public Services—Schools

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

H.4 Public Services—Libraries

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

Mitigation Measure H.4-1: The Project Applicant shall pay a fair share mitigation fee of $200 per capita, based on the estimated residential population stated in the Project's Draft EIR, to the Los Angeles Public Library to offset potential cumulative impacts on library services.

- **Enforcement Agency:** City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Public Library
- **Monitoring Phase:** Pre-operation
- **Monitoring Frequency:** Once prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance:** Issuance of Certificate of Occupancy

H.5 Public Services—Parks and Recreation

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

I. Traffic, Access, and Parking

(1) Project Design Features

Project Design Feature I-1: The Project Applicant shall develop and implement a Transportation Demand Management Program that includes strategies to promote non-auto travel and reduce the number of

single-occupant vehicle trips. The Transportation Demand Management Program shall include design features, transportation services, education programs, and incentive programs intended to reduce the amount of single-occupant vehicles during commute hours. The Transportation Demand Management Program shall be subject to review and approval by the Department of City Planning and LADOT. The Transportation Demand Management Program shall include, but not be limited to, the following:

- Distribution of Information—The Project shall provide for a case/bulletin board providing bus and rail schedules, maps of bicycle routes, and relevant phone numbers, including that of the Metropolitan Transportation Authority (Metro) and the LADOT DASH services.
- Carpooling—The Project shall facilitate carpool opportunities for residents and employees by providing carpool matching services and/or display of information to promote carpooling.
- Bicycle Facilities—The Project shall provide information on the Project's bicycle facilities including information on the location of bicycle storage and changing areas.
- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once prior to issuance of applicable Certificate of Occupancy
- **Action Indicating Compliance:** Approval of TDM program from City of Los Angeles Department of Transportation; issuance of Certificate of Occupancy; submittal of compliance report

(2) Mitigation Measures

Mitigation Measure I-1: Prior to the start of construction, the Project Applicant shall prepare a Construction Management Plan, including a Work Area Traffic Control Plan, that would identify street closure information, a detour plan, haul routes, and a staging plan, and submit it to the Los Angeles Department of Transportation and Department of Building and Safety for review and approval. The Construction Management Plan will describe how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction

activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- A Work Area Traffic Control Plan shall be developed for use during the entire construction period, based on the particular characteristics of the Project's demolition, grading and construction activities, as well as the existing street and traffic conditions and other activities in the vicinity of the Project Site at the time of construction. This plan shall also incorporate safety measures around the construction site to reduce the risk to pedestrian traffic near the work area.
- The Work Area Traffic Control Plan shall identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity.
- The Work Area Traffic Control Plan would minimize the potential conflicts between construction activities, street traffic, transit stops, and pedestrians. This plan is required to address access restrictions, covered sidewalks, and designating alternative pedestrian routes.
- Hauling trucks shall be directed to use commercial streets and highways, and to the extent feasible, minimize the use of residential streets.
- Hauling trucks shall be restricted from arriving at or departing from the Project Site during morning and afternoon peak hours.
- Haul routes shall be coordinated with the City of Los Angeles Department of Building and Safety and Department of Transportation to minimize congestion to public streets and highways.
- Where necessary, flagmen with communication devices, shall be used to coordinate hauling activities, in particular, ingress and egress on public streets.
- The location of construction staging areas shall be situated and operated in a manner which would minimize direct interference with and impact upon residential streets and schools, to the extent feasible.
- The bulk of the work, including truck staging, shall be conducted on site. However, if temporary lane closures were needed it shall require approval from the City's Bureau of Street Services. Any such closures shall be limited to between non-peak commute hours of 9:00 A.M. and 3:00 P.M.

- Deliveries of construction materials shall occur outside of peak travel periods, to the extent possible.
- Construction equipment and worker cars shall generally be contained on-site. At times when on-site staging and parking is not available, a secondary staging area shall be required.
- Construction workers shall be prohibited from parking on adjacent streets and shall be directed to on-site parking or, if unavailable, to off-site locations and transported to the job site.
- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency**: Once at Project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

J. Water Supply

(1) Project Design Features

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

- High-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and 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 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.
- Non-residential restroom faucets of a self-closing design (i.e., that would automatically turn off when not in use).
- 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 either within individual units (with water factor of 6.0 or less) and/or in common laundry rooms (commercial washers with water factor of 7.5 or less).
- Installation of tankless and on-demand water heaters in commercial kitchens and restrooms, when appropriate.
- Individual metering and billing for water use of all residential uses and exploration of such metering for commercial spaces.
- Installation of a leak detection system for any swimming pool, Jacuzzi, or other comparable spa equipment introduced on-site.
- 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 appropriate.
- Installation of high-efficiency ENERGY STAR–rated dishwashers in all residential units, and within kitchen/food preparation areas minimum per City ordinance requirements.
- Weather-based irrigation controller with rain shutoff, matched precipitation (flow) rates for sprinkler heads, and rotating sprinkler nozzles or comparable technology such as drip/microspray/ subsurface irrigation and moisture sensors where appropriate.
- 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.
- Use of low impact development (LID) flow-through planters within common site areas that are not located above subterranean parking.
- **Enforcement Agency:** City of Los Angeles Department of Water and Power; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

7510-7556 Sunset Boulevard
DOT Case No. CEN 17-45381

Date: February 26, 2017

To: Jerry Overland, Traffic Consultant
Overland Traffic Consulting, Inc.

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRAFFIC IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE DEVELOPMENT LOCATED AT 7510-7556 SUNSET BOULEVARD**

A traffic impact study for a proposed mixed - use development project located at 7510 and 7556 Sunset Boulevard located in the City of Los Angeles was submitted to the Department of Transportation (DOT) on December 2014 and a corresponding DOT assessment report was issued to the Department of City Planning (DCP) on January 26, 2015. Since then, the developer has provided an updated traffic analysis prepared by Overland Traffic Consulting, Inc., dated November 2016. Based on DOT's traffic impact criteria[1], the revised proposed project which includes a reduction in the number of residential dwelling units and an increase in both vehicle and bicycle parking is not expected to result in any significant traffic impacts at the eight studied intersections that were identified in the original traffic study. The results of the updated traffic impact analysis, which provided updated 2016 traffic counts and accounted for other known development projects in evaluating potential cumulative impacts including the newly proposed Gelson's grocery store, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The updated traffic analysis was conducted as a result of public comments received during the DEIR comment period for the proposed project. The most significant changes include the reduction in the number of residential units from 236 to 219, an increase in vehicular parking with a surplus of 36 parking spaces, an increased in bicycle parking spaces from 387 to 421, new 2016 traffic counts and an updated related project list including the newly proposed Gelson's grocery store at the corner of Sunset Boulevard and Gardner Street. The project site is currently occupied with 39,930 square feet of commercial use which will be demolished. The revised project proposes to construct a new mixed-use

[1] Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

development with two new buildings accommodating 219 apartment units, 20,000 square feet of retail use and 10,000 square feet of restaurant use. The project will provide a total of 462 vehicular parking spaces and approximately 421 bicycle parking spaces. Access to the project would be provided via three driveways. To prevent project cut-through traffic through the neighborhood residential streets, the project traffic exiting the parking structures from both buildings will be required to turn northerly toward Sunset Boulevard away from the neighborhoods. The project is expected to be completed by 2019.

B. Trip Generation

The overall trip generation of the revised traffic study will generate fewer trips than the original proposed project. The updated project is estimated to generate a net increase of approximately 2,162 daily trips, a net increase of 188 trips in the a.m. peak hour, and a net increase of 178 trips in the p.m. peak hour. A copy of the trip generation can be found in **Attachment 2**. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in December 2015, the project included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. However, the project did not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis was required.

PROJECT REQUIREMENTS

A. Traffic Signal Warrant Analyses

In the preparation of traffic studies, DOT guidelines indicate that un-signalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device. When choosing which un-signalized intersections to evaluate in the study, intersections that are adjacent to the project or that are integral to the project's site access and circulation plan should be identified. This traffic study included traffic signal warrant analyses for two intersections: Sunset Boulevard and Curson Avenue, and Sunset Boulevard and Sierra Bonita Avenue. According to the study, traffic signals are not warranted at these two locations. However, during the building permit approval process for this project, the applicant should work with DOT's Hollywood-Wilshire District Office for a final determination on the need for traffic signals at these locations. If DOT makes the determination that a traffic signal is warranted and

needed at either intersection, then the applicant would be responsible to design and install the new signal.

B. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Central District Office for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

C. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Sunset Boulevard** will be redesignated an Avenue I (Secondary Highway) which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Sierra Bonita Avenue** is designated a Local Street which requires an 18-foot half-width roadway within a 30-foot half-width right-of-way. Also, **Curson Avenue** is designated as a Collector Street which requires a 22-foot half-width roadway within a 32-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

D. Parking Requirements

As previously noted, the project would provide a total of 466 vehicle parking spaces and approximately 421 bicycle parking spaces for this project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

E. Driveway Access and Circulation

The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section 201 N. Figueroa Street, 5th Floor, Room 550 at (213) 482-7024. In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. The conceptual site plan for the project is illustrated in **Attachment 3**.

F. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to

application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council. Ordinance No. 183270, effective December 15, 2014, identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Vicente Cordero at (213) 972-8473.

Attachments

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c: Julia Duncan, Council District No. 4
Jeannie Shen, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Carl Mills, BOE Development Services
Jerry Overland, Overland Traffic Consulting, Inc.

Attachment 1
Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

No.	Intersection	Peak Hour	Without CMA/DELAY	LOS	Future With Project CMA/DELAY	LOS	Impact
1.	Sunset Blvd. & Fairfax Ave.	AM	0.770	C	0.774	C	+0.004
		PM	0.916	E	0.924	E	+0.008
2.	Sunset Blvd. & Stanley Ave.	AM	0.387	A	0.397	A	+0.010
		PM	0.357	A	0.371	A	+0.014
3.	Sunset Blvd. & Curson Ave.	AM	Two-way stop		Signal Not Warranted		
		PM	Two-way stop		Signal Not Warranted		
4.	Sunset Blvd. & Sierra Bonita Ave.	AM	Two-way stop		Signal Not Warranted		
		PM	Two-way stop		Signal Not Warranted		
5.	Sunset Blvd. & Gardner Street	AM	0.532	A	0.580	A	+0.048
		PM	0.632	B	0.651	B	+0.019
6.	Sunset Blvd. & La Brea Avenue	AM	0.872	D	0.880	D	+0.008
		PM	0.971	E	0.977	E	+0.006
7.	Fountain Avenue & Gardner Street	AM	0.646	B	0.683	B	+0.037
		PM	0.745	C	0.757	C	+0.012
8.	Hollywood Boulevard & Gardner Street	AM	0.479	A	0.491	A	+0.012
		PM	0.614	B	0.626	B	+0.012
		AM	16.3"	B	18.5"	B	2.2"
		PM	24.2"	C	28.1"	C	3.9"

* LOS calculation for Intersection No. 7 was done using both CMA and HCM methods since this location has shared jurisdiction between LACITY and City of West Hollywood.

Attachment 2
Project Trip Generation Estimates

Proposed Land Use	Daily Traffic	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
219 du Apartments	1,456	112	22	90	136	88	48
20,000 s.f. Shopping Center	854	19	12	7	74	36	38
Less 50% pass-by	- 427	- 10	- 6	- 4	- 37	- 18	- 19
10,000 s.f. Restaurant	1,272	108	59	49	99	59	40
Less 20% pass-by	- 254	- 22	- 12	- 10	- 20	- 12	- 8
Non-Adjacent Traffic	2,901	207	75	132	252	153	99
Driveway Traffic	3,582	239	93	146	309	183	126
Existing Land Use							
39,939 s.f. Shopping Center	- 1,705	- 38	- 24	- 14	- 148	- 71	- 77
Less 50% pass by	853	19	12	7	74	35	39
Non-Adjacent Traffic Credits	- 852	- 19	- 12	- 7	- 74	- 36	- 38
Net Adjacent Traffic	1,877	201	69	132	161	112	49
Net Non-Adjacent Traffic	2,049	188	63	125	178	117	61

Attachment 3
Project Site Plan - 7500 Sunset East

Attachment 3
Project Site Plan - 7500 Sunset West