



# DEPARTMENT OF CITY PLANNING

## RECOMMENDATION REPORT

### City Planning Commission

**Date:** September 24, 2020  
**Time:** After 8:30 a.m.\*  
**Place:** In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [<https://zoom.us/>].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at

<https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting [cpc@lacity.org](mailto:cpc@lacity.org)

**Case No.:** CPC-2014-4705-ZC-HD-DB-MCUP-CU-SPR  
**CEQA No.:** ENV-2014-4706-EIR  
SCH. 2015111073  
**Related Cases:** VTT-73718  
**Council No.:** 13 – O'Farrell  
**Plan Area:** Hollywood  
**Plan Overlay:** Hollywood Redevelopment Plan, Hollywood Signage Supplemental Use District  
**Certified NC:** Hollywood United  
**Land Use:** Regional Center Commercial  
**Applicant:** Riley Realty, L.P.  
**Representative:** Kyndra Casper, DLA Piper, LLP.

**Public Hearing:** August 19, 2020  
**Appeal Status:** Zone and Height District Change appealable to City Council by applicant if denied. Density Bonus, Conditional Use Permit and Site Plan Review appealable to City Council.  
**Expiration Date:** October 21, 2020

**PROJECT LOCATION:** 1756-1760 North Argyle Avenue; 6210-6224 West Yucca Street; and 1765-1779 North Vista Del Mar Avenue, Los Angeles, CA, 90028

**PROPOSED PROJECT:** *Project:*  
The construction and operation of a mixed-use development, with up to 316,948 square feet of floor area, within a new 20-story tower (Building 1) and a new three-story building (Building 2).on an approximately 1.16-acre (net area) site. Building 1 would include up to 197 multi-family residential units, 136 hotel guest rooms, and approximately 12,570 square feet of commercial/restaurant uses. Building 2 would include up to 13 residential units. Six levels of subterranean and above-ground automobile parking would be located within the podium structure of Building 1 and the two-level parking structure within Building 2. Six existing residential buildings containing 44 residential units would be removed from the Project Site. The Project is an Environmental Leadership Development Project (ELDP).

*Modified Alternative 2:*

The construction and operation of a mixed-use development, with up to 316,948 square feet of floor area, within a new 30-story tower (Building 1) and two existing one- and two-story single-family buildings (1765 and 1771 Vista Del Mar Avenue) on an approximately 1.16-acre (net area) site. Building 1 would include up to 269 multi-family residential units (17 of which would

be set aside for Very Low Income households) and approximately 7,760 square feet of commercial/restaurant uses. The residence at 1771 Vista Del Mar Avenue would remain as a single-family use and the residence at 1765 Vista Del Mar Avenue, which currently contains three residential units, will be restored and converted back to a single-family use. Five levels of subterranean and above-ground automobile parking would be located within the podium structure of Building 1 and surface parking would be provided for the two single-family residences. Four existing residential buildings containing 40 residential units would be removed from the Project Site. The Project is an Environmental Leadership Development Project (ELDP).

#### **REQUESTED ACTIONS:**

##### ENV-2014-4706-EIR

- 1) Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, the consideration and certification of the Environmental Impact Report (EIR), ENV-2014-4706-EIR, SCH No. 2015111073 for the above-referenced project, and Adoption of the Statement of Overriding Considerations setting forth the reason and benefits of adopting the EIR with full knowledge that significant impacts may remain;
- 2) Pursuant to Section 21081.6 of the California Public Resources Code, the adoption of the proposed Mitigation Measures and Mitigation Monitoring Program;
- 3) Pursuant to Section 21081 of the California Public Resources Code, the adoption of the required Findings for the certification of the EIR;

##### CPC-2014-4705-ZC-HD-DB-MCUP-CU-SPR

- 4) Pursuant to Section 12.32 of the Los Angeles Municipal Code (LAMC), a **Zone Change** and **Height District Change** from C4-2D-SN to (T)(Q)C2-2D-SN, from R4-2D to (T)(Q)C2-2D, and from [Q]R3-1XL to (T)(Q)R3-2D;
- 5) Pursuant to LAMC Section 12.22 A.25 (g), a **Density Bonus Compliance Review** for a Housing Development Project totaling: 271 dwelling units and reserving 8 percent (17 dwelling units) of its units as Very Low Income Restricted Affordable Units for a period of 55 years, with the following requested incentives:
  - a) An On-Menu Incentive to permit a ten percent increase in allowable floor area for 316,948 square feet of floor area, in lieu of the maximum 288,171 square feet otherwise permitted;
- 6) Pursuant to Section 12.24 W.1 of the LAMC, a **Master Conditional Use Permit** to allow for the sale and dispensing of alcohol for on-site consumption at three establishments within the commercial uses of the project site;
- 7) Pursuant to Section 12.24 W.18 of the LAMC, a **Conditional Use Permit** to allow for live entertainment and dancing within the commercial uses of the project site;
- 8) Pursuant to Section 16.05 of the LAMC, a **Site Plan Review** for a development project which creates over 50 dwelling units;

#### **RECOMMENDED ACTIONS:**

If the City Planning Commission denies the appeal of the Vesting Tentative Tract Map (VTT-73718-1A) and



sustains the actions of the Advisory Agency:

1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the previously certified 6220 West Yucca Project Environmental Impact Report No. ENV-2014-4706-EIR, certified on September 24, 2020; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

CPC-2014-4705-ZC-HD-DB-MCUP-CU-SPR

2. **Recommend that the City Council Approve**, pursuant to LAMC Section 12.32 F, a Zone and Height District Change from C4-2D-SN to (T)(Q)C2-2D-SN, from R4-2D to (T)(Q)C2-2D, and from [Q]R3-1XL to (T)(Q)R3-2D
3. **Approve** a Density Bonus Compliance Review for a Housing Development Project totaling: 271 dwelling units and reserving 8 percent (17 dwelling units) of its units as Very Low Income Restricted Affordable Units for a period of 55 years, with the following requested incentives:
  - a. An On-Menu Incentive to permit a ten percent increase in allowable floor area for 316,948 square feet of floor area, in lieu of the maximum 288,171 square feet otherwise permitted;
4. **Approve a Master Conditional Use Permit** for the sale and dispensing of a full line of alcoholic beverages for on-site consumption at three establishments;
5. **Approve a Site Plan Review** for a development project which creates an increase of more than 50 dwelling units;
6. **Adopt**, the attached Conditions of Approval; and
7. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP  
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**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 272, 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.

# TABLE OF CONTENTS

<b>Project Analysis</b> .....	<b>A-1</b>
Project Summary	
Background	
Site Plan Analysis	
Issues	
Conclusion	
<b>(T) Tentative Conditions</b> .....	<b>T-1</b>
<b>(Q) Qualified Conditions</b> .....	<b>Q-1</b>
<b>D Development Limitations</b> .....	<b>D-1</b>
<b>Conditions of Approval</b> .....	<b>C-1</b>
<b>Findings</b> .....	<b>F-1</b>
General Plan Findings	
Entitlement Findings	
CEQA Findings	
<b>Public Hearing and Communications</b> .....	<b>P-1</b>
<b>Exhibits:</b>	
A – Project Plans	
B – Mitigation Monitoring Program	
C – Zone Change Map	
D – DOT Memorandum of Understanding	

Environmental Impact Report link:

Draft EIR: <https://planning.lacity.org/development-services/eir/6220-yucca-project>

Final EIR: <https://planning.lacity.org/development-services/eir/6220-yucca-project-1>

Administrative Record: <https://planning.lacity.org/development-services/eir/6220-yucca-project-0>

## PROJECT ANALYSIS

### Project Summary

The Original Project analyzed in the Environmental Impact Report consisted of two buildings, with a total of 210 multi-family residential units, 136 hotel rooms and approximately 12,570 square feet of commercial/restaurant uses. Located at the southeast corner of Yucca Street and Argyle Avenue, Building 1 would occupy the majority of the Project Site. It would include a six-level podium parking structure with two fully subterranean levels (P3 and P2 Levels); two semi-subterranean levels (P1 and L1 Levels – due to site's sloping topography); and two entirely above-ground levels (L2 and L3), as well as 17 levels of hotel and residential uses. Building 1 would be 255 feet tall (20 stories) as measured from the lowest adjacent surface point along Argyle Avenue. Located at the southwest corner of Yucca Street and Vista Del Mar Avenue, Building 2 would include three residential levels (with 13 residential units total) over a 2-story podium parking structure, which would include one subterranean parking level (P2 Level) and one semi-subterranean parking level (P1 Level). Building 2 would have a maximum elevation of approximately 47 feet as measured from the lowest adjacent surface point along Vista Del Mar Avenue. In order to construct Building 2, two low-story residential buildings, which are non-contributors to the adjacent Vista Del Mar Avenue/Carlos Historic District, would be demolished.

As required by CEQA, the Draft EIR analyzed a reasonable range of potentially feasible alternatives that could attain most of the basic objectives of the project, while reducing or substantially lessening the significant environmental effects of the project. The Draft EIR alternatives analysis included a discussion of Alternative 2, Primarily Residential Mixed-Use Alternative. As described in the Draft EIR, Alternative 2 would develop the Project Site similar to the Project, although the number of multi-family residential units would be increased from 210 units to 271 units, the hotel component would be eliminated entirely, and the proposed commercial uses would be reduced from 12,570 square feet to 5,120 square feet. As with the Project, the multi-family residential and commercial uses would be provided within two new buildings in similar locations on the Project Site, and would also require the demolition of the two residential structures on Vista Del Mar Avenue. In total, the Primarily Residential Mixed-Use Alternative would involve the development of 316,948 square feet of floor area, which is the same floor area as the Project.

In response to comments received on the Draft EIR, and consistent with the requirements of CEQA, Alternative 2 was been further modified in order to lessen the environmental impacts of the project, while still attaining the basic objectives of the project. Modified Alternative 2 analyzed in the EIR is a modified version of Project Alternative 2, the Primarily Residential Alternative. Compared to Alternative 2, Modified Alternative 2 would contain the same total number of residential units, including 17 units reserved for Very Low Income households, increase commercial space to 7,760 square feet, and would concentrate new development into a single 30-story tower (Building 1) and would eliminate Building 2. Unlike the Project and Alternative 2, Modified Alternative 2 would retain the two existing on-site residential structures along N. Vista Del Mar Avenue. This includes the duplex and studio apartment over the garage at 1765 N. Vista Del Mar and the single-family residence at 1771 Vista Del Mar, and includes returning 1765 Vista Del Mar to a single-family residence; thus, 1765 and 1771 N. Vista Del Mar would contain two of the 271 residential units under Modified Alternative 2. In addition, Modified Alternative 2 would include conversion of the asphalt surface parking lot at the southwest corner of Yucca Street and Vista Del Mar into a small pocket park and landscaped open space. Similar to the Project and Alternative 2, the Modified Alternative 2 would demolish the remaining 40 apartment units in the central and western portions of the Project Site. Under the Modified Alternative 2, the new 30-

story building would have maximum proposed height of 345 feet to the top of the parapet will be constructed.

As a whole, the Modified Alternative 2, as described in the Final EIR, represents the same uses as Alternative 2, with an increase in building height. As discussed below, this Modified Alternative would allow for the elimination of one of the two proposed new buildings, and would further lessen the potential environmental impacts on the adjacent historic district. All other impacts would be similar or less under the Modified Alternative 2 when compared with the Project due to reduced overall construction, excavation, density and massing.

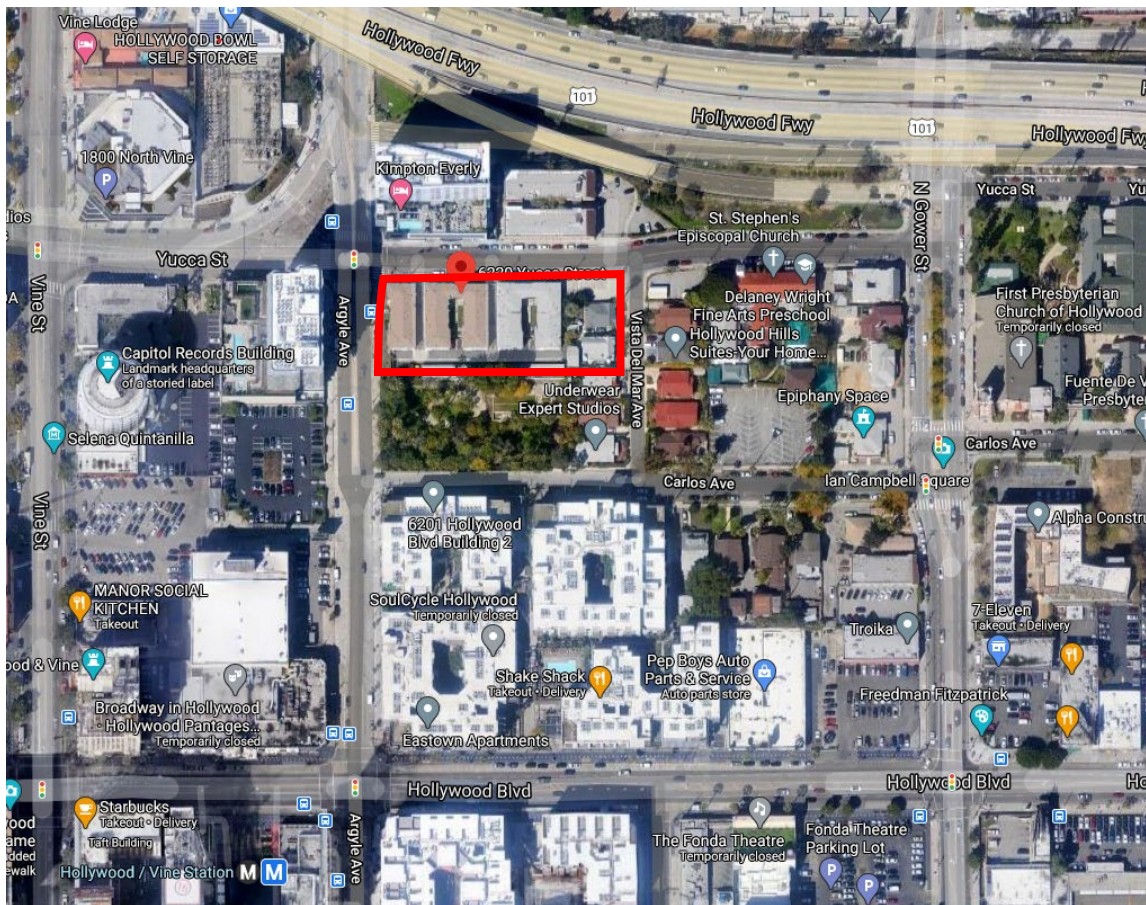
The EIR was certified and the Vesting Tentative Tract Map for Modified Alternative 2 was approved by the Advisory Agency on August 19, 2020 and includes the merger and resubdivision of the Project Site into one master ground lot for condominium purposes and five airspace lots for a mixed-use development on an approximately .90-acre (39,375 square foot) portion of the site. September 1 the Vesting Tentative Tract map was appealed separately by Susan Hunter, representing the LA Tenants Union, and Kate Unger on behalf of the AIDS Healthcare Foundation; on September 2 a third appeal was received from an individual named J.H. McQuiston, and the appeals are being considered by the City Planning Commission at its September 24, 2020 meeting.

## **BACKGROUND**

### **Location and Setting**

The Project Site is bounded by Yucca Street to the north, with the Kimpton Everly Hotel, and three-story residential lofts across the street; North Vista Del Mar Avenue to the east with one- and two-story single-family residences and duplexes across the street; vacant land (former Little Country Church of Hollywood) and one- and two-story single-family residences and duplexes abutting the site to the south; and Argyle Avenue to the west with commercial and residential uses across the street, including the 18-story Argyle House Project (multi-family residential and commercial uses) at the southwest corner of Yucca Street and Argyle Avenue.

The Project Site is located in a highly urbanized area, part of the active center of Hollywood containing a mix of commercial, studio/production, office, entertainment, and residential uses, in an area identified as a Transit Priority Area, and is served by a network of regional transportation facilities. Various public transit stops operated by the Los Angeles County Metropolitan Transportation Authority (Metro) are located in close proximity to the Project Site. The nearest Metro Red Line subway station at Hollywood Boulevard & Vine Street, is located approximately 0.13 mile southwest of the Project Site. Also, the Project Site area is served by bus lines operated by Metro and LADOT's DASH shuttles. Regional access to the site is provided via the Hollywood Freeway (US Route 101), located approximately 200 feet north of the Project Site. There are a number of historical resources located in the Project Site vicinity, including the Capitol Records building to the west of the Project Site along Yucca Street, the vacant site of the former Little Country Church of Hollywood immediately south of the Project Site, and the Vista Del Mar Avenue/Carlos Historic District to the east of the Project Site, which includes two parcels within the Project Site along Vista Del Mar Avenue (1765 and 1771 Vista Del Mar Avenue).



*Aerial View of Project Site*

### **Project Site and Characteristics**

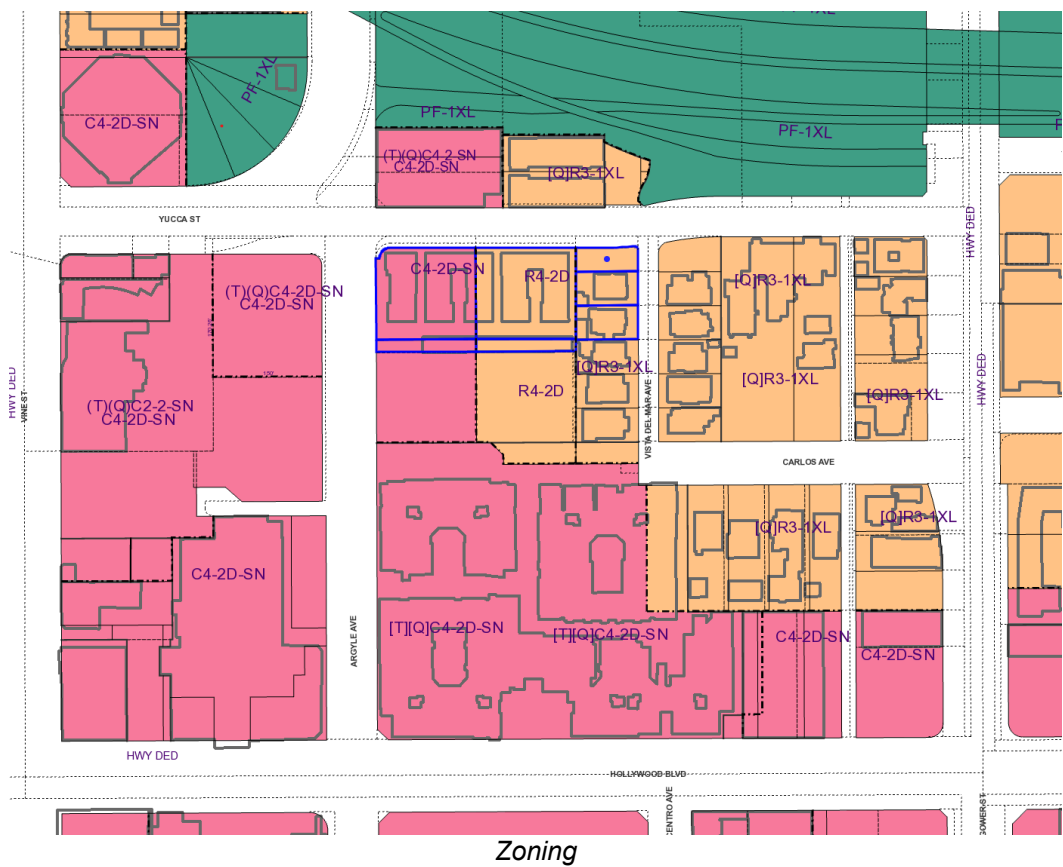
The Project Site is located on the south side of West Yucca Street between Argyle Avenue and North Vista Del Mar Avenue in the Hollywood community of the City of Los Angeles, approximately five miles northwest of downtown Los Angeles. The 1.16-acre Project Site is improved with one single-family residence, one duplex with a studio apartment over its detached garage, and three, two-story apartment buildings with associated carports and paved surface parking areas, containing a total of 44 existing residential units that would be demolished as part of the Project. Just south of the fenced surface parking lot on Vista Del Mar Avenue is a 1,367 square-foot single-family residence built in 1920 (1771 North Vista Del Mar Avenue). Immediately adjacent and to the south of that residence is a 2,942 square-foot duplex built in 1918 (1765 North Vista Del Mar Avenue).

The Project Site is located within the Hollywood Community Plan and is comprised of lots across three parcels - the West Parcel, Center Parcel, and East Parcel. The Community Plan designates the West Parcel and Center Parcel for Regional Center Commercial land use and the East Parcel for Medium Residential land use. Corresponding zones for the Regional Center Commercial designation include C2 and C4 (general commercial-retail, including residential), P and PB (parking), and RAS3 and RAS4 (residential accessory, including limited ground floor commercial). The corresponding zoning designation for the Medium Residential is R3 (multiple residential).

The West Parcel is designated for Regional Center Commercial land uses and zoned C4-2D-SN, with Height District 2 allowing unlimited building height with a maximum FAR of 6:1. The Center Parcel is also designated for Regional Center Commercial uses and zoned R4-2D which is a non-corresponding zone, allowing for multi-family residential uses Height District 2. For both the West and Center Parcels, the “D” indicates a Development Limitation, which provides a project shall not exceed a 2:1 FAR, unless it is found to comply with the Hollywood Redevelopment Plan, and is approved by the City Planning Commission, or the City Council on appeal. The East Parcels are designated for Medium Residential land uses and zoned [Q]R3-1XL, allowing for multi-family residential development. The [Q] condition limits residential density to a maximum of one dwelling unit for each 1,200 square feet of lot area.

	West	Center	East
<b>Existing</b>			
Existing Zone	C4-2D-SN	R4-2D	[Q]R3-1XL
Density (units/lot area)	1/200 sf	1/400 sf	1/1,200 sf (per Q condition)
Land Use	Regional Center Commercial	Regional Center Commercial	Medium Residential
FAR	2:1 per D Limitation (can be exceeded)	2:1 per D Limitation (can be exceeded)	3:1
Height	6:1 FAR (no height or story limits)	6:1 FAR (no height or story limits)	45 feet
Lot Area	19,707 sf	19,714 sf	10,941 sf
Max Units Allowed	99	49	9
<b>Proposed</b>			
Proposed Zone	C2-2D-SN	C2-2D-SN	R3-2D
Density (units/lot area)	1/200 sf	1/200 sf	1/800 sf
FAR	6.6:1	6.6:1	6:1
Height	6.6:1 FAR (no height or story limits)	6.6:1 FAR (no height or story limits)	75 feet
Lot Area	19,707 sf	19,714 sf	10,941 sf
Max Units Allowed	99	99	14





## **Adjacent Uses**

North of the Project Site, across Yucca Street is a Los Angeles Department of Water and Power facility, the 16-story, 225-room Kimpton Everly Hotel, and three-story residential lofts, and the Hollywood Freeway. Across Vista Del Mar Avenue to the east are one- and two-story single-family residences and duplexes. South of the Project Site are vacant land (former Little Country Church of Hollywood) and one- and two-story single-family residences and duplexes abutting the site. To the west across Argyle Avenue is the 16-story, 85-unit Argyle House Project, the Capitol Records building, the Pantages Theater, and commercial uses.

## **Streets and Circulation**

Yucca Street is designated by the Mobility Plan as a Local Street with a right of way width of 60 feet in front of the Project Site, between Vine Street and Gower Street, with concrete curb, gutter, and sidewalk.

Argyle Avenue is designated by the Mobility Plan as a Local Street with a right of way width of 60 feet, with concrete curb, gutter, and sidewalk.

Vista Del Mar Avenue is designated by the Mobility Plan as a Local Street with a right of way width of 30 feet, with concrete curb, gutter, and sidewalk.

Hollywood Boulevard is a designated by the Mobility Plan as an Avenue 1 with a 100-foot wide right-of-way and is located approximately 600 feet south of the Project Site.

## **Freeway Access**

Primary regional access to the Project Site is provided by the Hollywood Freeway (US 101), which is located approximately 200 feet north of the Project Site.

## **Public Transit**

The Project Site is located in an area well-served by rail and bus lines operated by Metro and the Downtown Area Shuttle (DASH) operated by LADOT. The site is approximately 600 feet (0.13 miles) from the Metro Red Line station at Hollywood Boulevard and Vine Street which runs between North Hollywood and Downtown Los Angeles. Also within the vicinity of the Project Site are Metro Local bus lines 2, 180/181, 207, 210, and 217, Metro Limited bus line 302, Metro Rapid bus lines 757 and 780, and LADOT DASH bus lines Beachwood Canyon, Hollywood, and Hollywood/Wilshire.

## **Land Use Policies**

The Project Site is located within the Hollywood Community Plan area, the Hollywood Redevelopment Plan area, a Los Angeles State Enterprise Zone; an Adaptive Reuse Incentive Area; and a portion of the Project Site (properties along Vista Del Mar Avenue only) is located within the Vista Del Mar Avenue/Carlos Historic District. In a 1984 local survey, the Vista del Mar/Carlos Historic District was found locally significant. In September of 1994, following the Northridge earthquake, the Vista del Mar/Carlos Historic District was resurveyed and determined eligible for the National Register.

### *General Plan Framework*

The City of Los Angeles General Plan Framework Long Range Land Use Diagram generally identifies the entire Project Site within a Regional Center, and as such, is designated as a high-



density place, and a focal point of regional commerce, identity, and activity. The Regional Center designation will generally fall within floor-area ratios (FAR) from 1.5:1 to 6.0:1 and are characterized by structures with 6 to 20 stories (or higher).

#### *Hollywood Community Plan and Plan Update*

The Hollywood Community Plan designates lots within the Project Site as either Regional Center Commercial or Medium Residential. The Community Plan designates the West Parcel and Center Parcel for Regional Center Commercial land use and the East Parcel for Medium Residential land use. According to the Community Plan, corresponding zones for the Regional Center Commercial designation include C2 and C4 (general commercial-retail, including residential), P and PB (parking), and RAS3 and RAS4 (residential accessory, including limited ground floor commercial). The corresponding zoning designation for Medium Residential is R3 (multiple residential).

On June 19, 2012 the updated Hollywood Community Plan became effective. On March 13, 2014, the City Planning Commission approved a Resolution vacating, rescinding, and setting aside the previously approved Hollywood Community Plan Update. On April 2, 2014, the City Council voted to set aside the approval of the 2012 Hollywood Community Plan Update, reverting the zoning designations and policies, goals, and objectives that were in effect immediately prior to the approval of the 2012 Hollywood Community Plan update, thus making the 1988 Hollywood Community Plan the operative applicable plan for the Hollywood area.

The City Planning Department is currently in the process of another Hollywood Community Plan Update, which is currently in the Draft EIR comment phase. The Draft Hollywood Community Plan identifies the West and Center Parcels of the Project Site with a Regional Center land use designation, and the East Parcel as Medium Residential.

#### *Redevelopment Plan*

The site is located within the Hollywood Redevelopment Plan, which was first adopted in 1986, and was last amended in May 2003. The Hollywood Redevelopment Plan contains numerous goals. These goals include encouraging economic development; promoting and retaining the entertainment industry; revitalizing the historic core; preserving and expanding housing for all income groups; meeting social needs of area residents; providing urban design guidelines; and preserving historically significant structures. This Plan also provides a number of development guidelines and procedural operations to attain the plan goals. Among other guidelines the Hollywood Redevelopment Plan describes land uses permitted in the Project Area and provides density standards for development. The Regional Center Commercial Development section of the Hollywood Community Plan states that the Hollywood Redevelopment Plan limits development within the Regional Center Commercial land use designation to a FAR of 4.5:1, though a 6:1 FAR may be permitted provided that certain objectives within Section 506.2.3 of the Redevelopment Plan are met, and the City makes various findings. As a threshold matter, pursuant to the Applicant's request to increase the permitted FAR with respect to the Hollywood Redevelopment Plan Section 506.2.3, the Project must first meet the objective set forth in 506.2.3(a), and must also meet at least one of the objectives set forth in Section 506.2.3-b through f. The Project meets Objective 506.2.3(a) by concentrating high density in close proximity to high capacity transportation facilities, with the site being located 0.13 mi from the Hollywood/Vine Metro Station. The Project meets Objective 506.2.3(b) by designing a building that both compliments the existing structures in the immediate vicinity of the Project site as well as preserving two structures in the Vista Del Mar/Carlos Historic District. Additionally, the Project meets Objective 506.2.3(d) by providing well designed housing through the inclusion of studio, 1-bedroom, 2-bedroom, and 3-bedroom units, and by reserving 17 units for Very Low Income residents and providing the remainder of the units as RSO units.

### *Transit Priority Area*

In September 2013, California Governor Jerry Brown signed Senate Bill 743 (SB 743), which made several changes to CEQA for projects located in areas served by transit. Among other things, SB 743 added Public Resources Code (PRC) 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.” PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” The Project is a mixed-use residential project and is located on an infill site. The Project Site is also located less than 0.5 miles from the Hollywood and Vine Station, and therefore qualifies as located within a Transit Priority Area.

### *Los Angeles State Enterprise Zone*

On July 11, 2013, California Governor Edmund G. Brown Jr. signed legislation that resulted in the repeal of the Enterprise Zone Act and the dissolution of Enterprise Zones. However, the City Council adopted an action on December 18, 2013 that approved the continuation of the reduced parking provision for former Enterprise Zone areas. The project will provide residential and commercial parking in conformance with the Los Angeles Municipal Code.

### Relevant Cases

#### On-Site:

ENV-2014-4706-EIR: An Environmental Impact Report (EIR) was prepared for the proposed 6220 West Yucca Project (Project). The Draft EIR was released April 23, 2020 and Draft EIR comments were accepted from April 23, 2020 to June 8, 2020. The Final EIR was published on August 7, 2020. On August 19, 2020, the Deputy Advisory Agency certified, pursuant to Section 21082.1(c) of the California Public Resources Code, the EIR, and adopted findings, a Statement of Overriding Considerations, accompanying mitigation measures, and a Mitigation Monitoring Program. However, as the Advisory Agency’s decision has been appealed, the City Planning Commission will consider the EIR at its September 24, 2020 meeting.

VTT-73718: On August 19, 2020, the Advisory Agency approved a Vesting Tentative Tract Map for: the merger and resubdivision of four lots into one master ground lot for condominium purposes and five airspace lots for a mixed-use development, on an approximately .90-acre (39,375 square foot) portion of the site and a Haul Route for the export of 23,833 cubic yards of soil,.

#### Off-Site:

CPC-2006-7068-ZC-HD-ZAA-SPR: On July 25, 2008, Ordinance 180,082 became effective, approving a Zone and Height District from C4-2D-SN to O(Q)C4-ZSN, and to modify the D Limitation to allow an FAR of 4.5:1 in lieu of 3:1, to allow a 16-story (189 feet tall) mixed-use building containing 95 dwelling units located at 6230 W Yucca Street.

CPC-2007-1178-ZC-HD-SPR-ZAA-VCU: On May 8, 2012, Ordinance 182,122 became effective, approving a Zone and Height District Change from C4-2D-SN to (T)(Q)C4-2-SN, and to allow a floor area ratio of 6:1 by removing the current "D" limitation that allows a

floor area ratio of 2:1, for the construction of a new 15-story, 87-unit residential condominium building at 1800 N. Argyle Avenue.

CPC-2016-2845-VZC-HD-MCUP-ZAA-SPR: In August 2016, an application was filed for a Vesting Zone Change and Height District Change from C4-2D-SN to (T)(Q)C4-2D-SN to allow for an FAR of 6:1 in lieu of 3:1 to allow a new 14-story hotel containing 240 guest rooms with a maximum floor area of 73,440 square feet, located at 1718 N. Vine Street. The application is in process and no determinations have been issued.

ZA-2016-2412-CUB: On January 10, 2017, the Zoning Administrator approved a conditional use permit to allow for the sale and dispensing of a full line of alcoholic beverages for the on-site consumption in the entire premises of an existing theater located at 6233 W. Hollywood Boulevard.

CPC-2018-2114-DB-CU-MCUP-SPR, CPC-2018-2115-DA: The application involves a proposal for the following: Under the Project, the Capitol Records Complex would be preserved, and the remainder of the Project Site would be redeveloped with 1,005 residential units, comprised of 872 market-rate and 133 senior affordable units, and up to 30,176 square feet of commercial uses, within four new mixed-use buildings ranging in height from 11 to 46 stories, with a maximum building height of 595 feet. The Project would have a maximum floor area ratio (FAR) of 7:1, consisting of 1,287,150 square feet of new development and the existing, approximately 114,303-square-foot Capitol Records Complex, for a total floor area of 1,401,453 square feet. Under Alternative 8, the existing building on the West Site would be demolished, the Capitol Records Complex would be preserved, and the remainder of the Project Site would be redeveloped with 903 residential units, comprised of 770 market-rate and 133 senior affordable units, up to 386,347 square feet of office uses, and up to 27,140 square feet of commercial uses, within three new mixed-use buildings, ranging in height from 13 to 49 stories, with a maximum building height of 595 feet. The Project would have a maximum FAR of 7:1, consisting of 1,287,100 square feet of new development and the existing, approximately 114,303-square-foot Capitol Records Complex, for a total floor area of 1,401,403 square feet. At the writing of this report, no determinations have been made.

## Project Details

Modified Alternative 2 provides 269 new multi-family residential units (17 of which would be set aside for Very Low Income households, and 252 of which would be governed by the City's Rent Stabilization Ordinance) in a new 348 foot tall 30-story building.

<b>Modified Alternative 2 Summary</b>		
<b>Use</b>		<b>Provided</b>
<b>Residential</b>	<b>Studio</b>	21
	<b>One Bedroom</b>	128
	<b>Two Bedroom</b>	110
	<b>Three Bedroom</b>	10
	<b>Existing to Remain</b>	2
	<b><u>Total Units</u></b>	<b><u>271</u></b>
<b>Commercial</b>		<b>7,760</b>
<b>Total Square Footage</b>		<b>316,948 Sq. Ft.</b>

The building will contain 7,760 square feet of commercial space in three separate units. An approximately 1,540-square foot restaurant would be located on the ground floor at the corner of Yucca Street and Argyle Avenue, and on the ground floor along Yucca Street an approximately 2,380 square foot commercial/restaurant space and an approximately 3,840-square-foot commercial/restaurant space, which would be separated by the residential lobby entrance. The Project is seeking a Master Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption in three restaurant spaces and a Conditional Use Permit to allow live entertainment and dancing in conjunction with the ground floor restaurant. All restaurant spaces will have hours of operation from 7 a.m. to 12 a.m. daily.

Parking would be provided within one fully subterranean level, one partial subterranean/partial at-grade level, and four podium levels, comprising a total six-story podium of the building.

Above the podium, the Project's 6th through 30th floors would contain 269 dwelling units and various residential recreation and amenity spaces, including outdoor amenity spaces on the podium rooftop, the tower rooftop, and within indoor areas.



*Modified Alternative 2 Rendering*

### Project Access and Parking

The parking for the Project is accessed via a single driveway along Argyle Avenue, and includes a total of 414 spaces. The Project will also provide a pick-up/drop-off zone in front of the building's main pedestrian entrance on Yucca Street.

Required Vehicle Parking*			
Unit Type	Unit Count	Parking Rate	Total Required
Studio	21	1/ unit	21
One Bedroom	128	1/ unit	128
Two Bedroom	110	2/ unit	220
Three Bedroom	10	2/ unit	20
Retail / Restaurant	7,760	2 /1,000 sf	16
Total Required			405
<b>Total Provided</b>			<b>414</b>
*Residential Parking Pursuant to LAMC Section 12.21 A.25(d)(1)			

### Residential Bicycle Parking

Based on the unit count, the Project is required to provide 260 long-term and 26 short-term bicycle parking spaces, pursuant to LAMC Section 12.21 A.16(a)(1)(i), and as shown in the table below. Short-term spaces are located at the ground floor along Yucca Street, while the first and second floors of the podium will contain 164 short-term and long-term bicycle parking spaces.

Required Residential Bicycle Parking				
Dwelling Units	Short-term Rate	Long-term Rate	Required Short-term Spaces	Required Long-term Spaces
1 - 25	1 space/10 units	1 space/unit	2	25
26 - 100	1 space/15 units	1 space/1.5 units	5	50
101 - 200	1 space/20 units	1 space/2 units	5	50
201+	1 space/40 units	1 space/4 units	2	17
Total Required			14	142
<b>Total Provided</b>			<b>156</b>	

### Commercial Bicycle Parking

As previously mentioned, the Project would comply with the bike parking requirements at the time the application was deemed complete. Therefore, the Project would be required to provide bike parking as detailed in the table below.

Required Commercial Bicycle Parking					
Use	Area	Rate	Required Long-term Spaces	Required Short-term Spaces	Provided
Commercial/ Restaurant	7,760	1 / 2,000 Sq. Ft	4	4	8

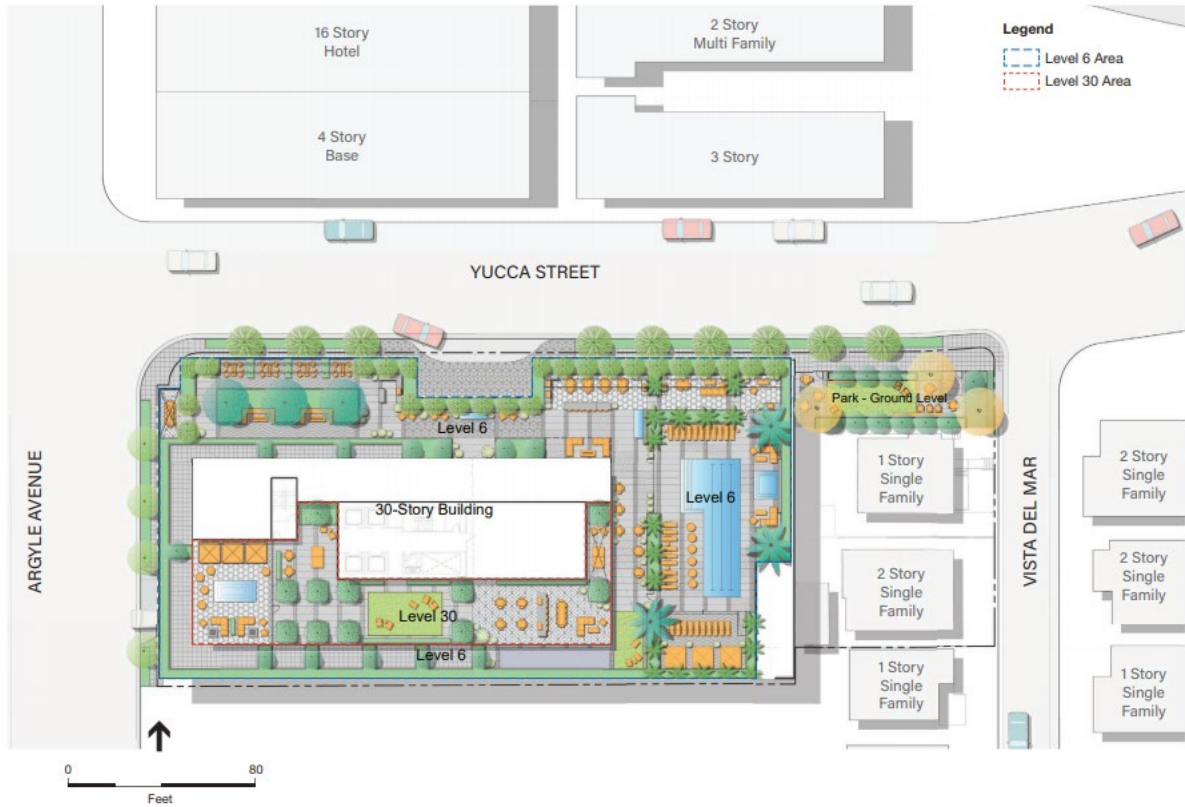
### Open Space

Based on the number of units and the mix of unit types, the Project is required to provide a minimum of 30,400 square feet of usable open space, pursuant to LAMC Section 12.21 G.

Open Space Required			
Unit Type	LAMC Requirement per Unit (Sq. Ft.)	Unit Count	Open Space Required (Sq. Ft.)
Studio	100	21	2,100
One Bedroom	100	128	12,800
Two Bedroom	125	110	13,750
Three Bedroom	175	10	1,750
Total Required			30,400
<b>Total Provided</b>			<b>30,400</b>

In total the Project would provide 30,400 square feet of usable open space, consisting of approximately 20,980 square feet of common open space, 5,850 square feet of interior amenity space, approximately 2,820 square feet of ground level open space, and approximately 750 square feet of private open space in the form of balconies. The Project is required to provide 25% of the common open space as planted open space, and will provide 7,610 square feet of planted area at floors one, two, four, and 12. The ground level open space will consist of a new park located at the R3 zoned lot which is currently a surface parking lot, on the southwest corner of Yucca Street and Vista Del Mar Avenue. The sixth level will feature a 14,720 square foot outdoor amenity deck which will include a pool, as well as 1,980 square foot indoor lounge and a 2,170 square foot indoor gym. The 30<sup>th</sup> level will feature a 6,260 square foot outdoor roof deck and a 1,700 interior amenity space. In addition, the Project would provide 76 new trees, including 13 street trees with four on Argyle Avenue and nine on Yucca Street.





SOURCE: Togawa Smith Martin, Inc. 2020

6220 West Yucca Project

**Figure 3-1**

Conceptual Site Plan – Modified Alternative 2

***Illustrated Project Site Plan with Amenities***

**Entitlements:**

In order to develop the project, the applicant has requested the following land use entitlements:

- Consideration of the **Environmental Impact Report**, including the adoption of the Statement of Overriding Considerations for significant and unavoidable impacts related to temporary construction noise; and adoption of a Mitigation Monitoring Program to off-set any potential environmental impacts the project may have on the environment.
- A **Zone Change and Height District Change** from C4-2D-SN to (T)(Q)C2-2D-SN, from R4-2D to (T)(Q)C2-2D, and from [Q]R3-1XL to (T)(Q)R3-2D.
- A **Density Bonus Compliance Review** for a Housing Development Project totaling 271 dwelling units and reserving 8 percent (17 dwelling units) of its units as Very Low Income Restricted Affordable Units for a period of 55 years.
- A **Master Conditional Use Permit** to allow for the sale and dispensing of alcohol for on-site consumption at three establishments within the commercial uses of the project site.
- A **Conditional Use Permit** to allow for live entertainment and dancing within the commercial uses of the project site.
- A **Site Plan Review** for a development project which creates over 50 dwelling units.



**Entitlement Analysis:*****Zone Change and Height District Change***

The 1.16-acre project site is located within the adopted Hollywood Community Plan area and is comprised of seven lots, commonly referred to herein as the West Parcel, Center Parcel, and East Parcel. The Community Plan designates the West Parcel and Center Parcel for Regional Center Commercial land use and the East Parcel for Multiple Family Medium Residential land use. According to the Community Plan, corresponding zones for the Regional Center Commercial designation include C2, C4, P, PB, RAS3 and RAS4. The corresponding zoning designation for Medium Residential is R3.

The requested Zone Change and Height District Change from C4-2D-SN to (T)(Q)C2-2D-SN, from R4-2D (which is non-conforming with the Regional Center Commercial land use) to (T)(Q)C2-2D, and from [Q]R3-1XL to (T)(Q)R3-2D would allow for a unified zoning across the West and Center Parcels, and would modify the D limitations to allow for a 6:1 FAR in lieu of 2:1, and would remove the Q condition on the East Parcel that limits residential density to 1 dwelling unit per 1,200 square feet of lot area. These changes would allow for the development of a new mixed-use building that includes 269 dwelling units, including 17 Very Low Income Household units, and 7,760 square feet of ground floor commercial/restaurant space, while retaining two existing structures within the Vista Del Mar/Carlos Historic District.

The City's General Plan land use designations and policies anticipate higher-density development within the Hollywood Center, with specific incentives in the Municipal Code for affordable housing. The project's proposed density and 6.6:1 FAR is in line with the density anticipated within the Regional Center. The project represents an opportunity to redevelop the site with a project that is compatible with the existing and future developments in the area and that would directly contribute to the City's pertinent goals for housing, historic preservation, economic development, and neighborhood connectivity by providing a significant number of residential units and commercial uses in proximity to regional transit and the varied cultural, commercial, and entertainment uses of the Hollywood Center.

The project is exempt from the affordability requirements typically required for zone changes under Measure JJJ, as the project's entitlements were deemed complete on August 16, 2016, prior to the effective date of the measure.

***Density Bonus***

The project will set aside 8 percent (17 units) of its 212 base residential units for Very Low Income Households, allowing the project to utilize up to two on-menu incentives. Under the Density Bonus, the project site is allowed to increase its number of residential units to 271 units from the maximum allowed density of 212 units under the C2 and R3 Zones. The project proposes to utilize one on-menu incentives to increase the allowed floor area ratio from 6:1 to 6.6:1. The requested increase in FAR would be in line with the mass and scale of the surrounding buildings along Argyle Avenue and would allow the project to provide 17 affordable units.

***Conditional Use for Alcohol and Live Entertainment/Dancing***

The project proposes the on-site sales of a full line of alcohol beverages within three establishments on the ground and second floor commercial spaces. The sale of alcoholic beverages would be in line with the expected services and products provided from restaurants.

The project's commercial uses would primarily front Argyle Avenue and Yucca Street, adjacent to other commercial uses. The proposed alcohol consumption at the project would support the growing number of residents and visitors to Hollywood and would complement the other existing mixed-use developments in the areas that serve alcohol. The proposed sales and services would continue to add to the diversification of commercial activities being conducted in the area and would not adversely affect the surrounding neighborhood. The Conditional Use request for Live Entertainment/Dancing would be incidental to the function of the proposed restaurant establishments. This would allow flexibility in the operation of the restaurants to have limited live entertainment and allow the possibility for patrons to dance to live music.

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

The mixed-use building's design would be consistent with the design policies set forth in the Citywide Design Guidelines. The building elevations utilize a variety of architectural features, building materials and changes in depth to break up massing and create a consistent architectural theme for the development. The podium would use a screening design consisting of multiple different elements that are either recessed or protrude from the façade, with a change of material alternating between unfinished concrete, to glass, to metal ventilation screens, while allowing for airflow through the podium levels. At the ground floor level, the commercial and residential entrances are oriented to the sidewalk, with aluminum framing around floor-to-ceiling glass commercial storefront glazing. The podium is designed with a pedestrian scale as the mass is broken down into smaller elements, which softens the façade of the building and create a warm and inviting experience for visitors and residents. The podium levels are further enhanced with an alternating rhythm of trapezoidal glass shapes that employ the same green colored glass that is used for the inset accents on the tower façade, as well as vertical green screens along the eastern façade where the new public open space amenity will be located. The façade of the tower element will primarily use blue and green colored glass, allowing for natural lighting into the residential units, and includes multiple balconies that extend from the façade in a non-uniform pattern that gives the appearance of horizontal undulation, while providing shade and minimizing solar gain throughout the building, highlighting the Project's energy efficiency and sustainability. The Project provides an open space amenity deck on the 6<sup>th</sup> level of the podium which features outdoor seating and a pool for residents. And additional open space rooftop deck is located at the 30<sup>th</sup> level. The various design treatments within the podium and tower would help break the façade of the building and provide unique focal points. Overall, the Project's contemporary architecture complements and enhances the surrounding developments.

### ***Project Design:***

Modified Alternative 2 would increase the Project's high-rise component from 20 stories to 30 stories. However, the building dimensions would be reduced to approximately 80 feet by 180 feet compared to the Project's high-rise component's dimension of 80 feet by approximately 257 feet. The reduction would occur along the east/west axis, thus reducing the high-rise profile as viewed from the north from Yucca Street and from the south. This reduction would also allow for a greater setback of the high-rise component from Vista Del Mar Avenue.

Similar to the Original Project, the exterior boundaries of the Project Site under the Modified Alternative 2 along Yucca Street, Argyle Avenue, and Vista Del Mar Avenue would include a streetscape design allowing for pedestrians, potential café tables, parkway planters, and bike parking. The open space areas would provide landscaping and detailed hardscape. Street trees would be planted along Yucca Street and Argyle Avenue, and trees would be planted the park in the western portion of the Project Site. The Modified Alternative 2 would plant 76, 24-inch box minimum trees, in excess of the 68 trees required under the LAMC.

Project features with respect to lighting and signage, site security and sustainability would be similar to the Project. The conceptual design of Building 1 is modern, featuring a mix of blue and green colored glass exterior for the residential tower, and solid panel clad exterior walls for the parking podium. Building 1 would have two massing components. The lower section with the five-story parking structure is clad in solid panels, and glass and metal screens that will act as a strong pedestrian-scaled base for the glass-clad tower. The podium would use a screening design consisting of multiple different elements that are either recessed or protrude from the façade, with a change of material alternating between unfinished concrete, to glass, to metal ventilation screens, while allowing for airflow through the podium levels. The podium levels are further enhanced with an alternating rhythm of trapezoidal glass shapes that employ the same green colored glass that is used for the inset accents on the tower façade, as well as vertical green screens along the eastern façade.

A combination of balcony cutouts and overhangs, as well as recessed areas where a green colored glass is used to accent to differentiate from the primary blue glass color on the majority of the all-glass tower component. These balconies and recessed accents create a ripple pattern across the building's facades.

Loading, recycling, trash removal, and collection for the residential and commercial/restaurant uses would occur in designated areas within the interior areas of Level 1 such that noise, odor, or other impacts to nearby residents would be minimized.

### ***Urban Design***

The Citywide Design Guidelines, adopted by the City Planning Commission on June 9, 2011, and last updated and adopted on October 24, 2019, 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. The design guidelines focus on three main design approaches that are: Pedestrian-First Design, 360 Degree Design, and Climate-Adaptive Design. 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 the border of the project and public space; 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 Project achieves these goals through several features. The site design of the mixed-use development creates an active pedestrian experience along the street frontages of Argyle Avenue and Yucca Street by providing ground floor commercial uses and the pedestrian lobby entrance located in the center of the building. Additionally, on the eastern edge of the site, the Project will replace an existing surface parking lot with a 2,820 square foot park at the corner of Yucca Street and Vista Del Mar Avenue. Pedestrian amenities include improvements to the adjacent sidewalks, bicycle parking, street trees, landscaping, and street lighting around the site. The Project also reduces the amount of conflict between vehicles and pedestrians by locating one driveway at the western portion of the site along Argyle Avenue away from the pedestrian entrance and commercial uses on Yucca Street. The podium is designed with a pedestrian scale as the mass is broken down into smaller elements, which softens the façade of the building and create a warm and inviting experience for visitors and residents, while utilizing changes of material alternating

between unfinished concrete, to glass, to metal ventilation screens, which create visual interest and allows for airflow through the podium levels. The podium will also feature two artistic mural-like elements at the corner of Yucca Street and Argyle Avenue, and above the residential lobby entrance in the center of the façade along Yucca Street.

The tower design allows natural lighting into the residential units, while incorporating balconies on residential levels to increase shading and creates visual interest along all of the building's facades. The design of Building 1 is modern, featuring a mix of blue and green colored glass exterior for the residential tower, and for the parking podium a mixture of solid panel clad exterior walls of unfinished concrete with trapezoidal panels of green glass accents that match the same color of glass elements employed on the tower façade, as well as vertical panels of blue glass and metal screens which allow airflow to the parking podium. Building 1 would have two massing components. The lower section with the five-story parking structure is clad in solid panels that look like unfinished concrete, and vertical glass and metal screens that will act as a strong pedestrian-scaled base for the glass-clad tower. The Project would achieve the design guideline's Climate-Adaptive Design approach as the Project is an ELDP project that is required to achieve LEED Silver certification, maximize transit friendly features (resulting in a minimum 15 percent greater transportation efficiency), and be 'Net-Zero' in carbon/GHG emissions. Overall, the building elevations utilize a variety of architectural features, building materials, and changes in building depth in order to create a consistent rhythm and cohesive theme for the development. The design, scale, massing, and style of the buildings is also appropriate in the context of the area, that is developed with a variety of low-, mid-, and high-rise buildings and that are adjacent to entertainment and commercial uses of the Hollywood area.

The Project was presented to the Department of City Planning's Urban Design Studio. Feedback was provided regarding the following comments/considerations:

**Pedestrian First:**

- Vehicle on-street drop-off on Yucca not ideal; as it reduces pedestrian sidewalk areas, and also creates a sidewalk pinch point near the bicycle street parking. Please consider instead maintaining the full sidewalk width and requesting a passenger loading zone in lieu of on-street parking spaces and/or moving it to internal parking level
- Please trim driveway curb cut for parking access to minimum width possible as it crosses sidewalk

**360° Design:**

- Podium's visual heaviness and lack of integration with architecture of tower is biggest issue with project, improvements are needed to the boxy/rectangular design of the building. Also, consider creating visual interest in the rooftop articulation.
- Simplest way to connect tower with base might be to introduce some of the push/pull balconies' expression into podium; areas on amenity deck could incorporate projecting glass-railing areas, as well as adding these in a couple of key areas on parking levels, and incorporating materials from the tower or using more compatible materials with the tower
- Encourage other facade that could help soften the large expanses of blank walls facing south and east

**Climate-Adapted:**

- If commercial spaces on Yucca are intended for food service uses, consider connecting interiors to public realm with large sliding, folding, overhead, etc. glazing systems to support indoor/outdoor use
- Similarly, opening up the lounge and--especially--gym to the amenity, pool deck spaces will provide enhanced indoor/outdoor experiences

- Green screen areas of parking podium will help soften the sides facing smaller-scale homes, however these may struggle to survive on the south exposure

Based on the feedback, the Applicant worked closely with Planning staff to address the comments and focus on redesigning the podium levels. The on-street drop-off was maintained, however the bicycle parking spaces were relocated further away from the drop-off to reduce potential pedestrian conflicts. The podium's visual heaviness was addressed by breaking the mass down into smaller sections that add depth by either extending from the façade or using recessed areas of a different material. The solid panels of unfinished concrete employ a trapezoidal pattern of green glass, which matches the same color of glass from the tower's accent sections, which helps to connect the tower and the podium. Further, the podium also features vertical panels of blue glass, matching the color of glass on the tower, which serve to screen the parking. Other elements from the tower design are employed on the podium through matching the unfinished concrete look of the underside of the balconies, and by creating a large recessed faux balcony element on the corner of Yucca Street and Argyle Avenue. The vertical green screens will now be primarily on the eastern façade facing the ground-level public amenity space as well as helping to soften the façade for the adjacent single-family residences. The green screens were largely removed from the southern façade and replaced instead with protruding concrete panels and an alternating rhythm of trapezoidal glass shapes that employ the same green colored glass that is used for the inset accents on the tower façade. These design changes help to unify the tower and the podium as well as breaking down the mass to provide for a more pedestrian scaled environment.

### ***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. The Project introduces new commercial uses such as restaurants to the area, which would reduce the vehicle miles travel to the site as residents and visitors would be able to walk to these commercial uses. Further, the Project site is located in a Transit Priority Area and adjacent to several bus lines and in the vicinity of the Hollywood and Vine Red Line Station (approximately 0.13 miles southwest from the project site), increasing accessibility to and from the site via walking and other transit. In addition, the project site would be adjacent to many other mixed-use buildings with similar commercial uses, as well as events and entertainment uses within the Hollywood area, encouraging walking, active transportation, and public transit usage to these other adjacent uses.

As mentioned previously, the project would also improve the streetscape surrounding the Project Site with improved sidewalks, street lighting, street trees, short-term bicycle parking, and landscaping. The project will also activate the street for pedestrians with a small park located at the northeast corner of the project site, which contains outdoor seating and landscaping. The building's orientation also contributes to a walkable environment as the entrances to the commercial uses are located directly on Yucca Street and at the corner of Argyle Avenue and Yucca Street, while the residential entrance is located on Yucca Street. There is only one driveway, which is located on Argyle Avenue. 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. 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, consistent with the objectives of the Walkability Checklist.

### **Environmental Analysis:**

The Project qualifies for consideration under the Environmental Leadership Act of 2011 (AB 900, as amended by SB 743 (2013) and SB 734 (2016), which is codified in Sections 21178 – 21189.3 of the California Public Resources Code). This act was approved to encourage California's economic recovery by providing expedited processing of judicial actions challenging the certification of an EIR or the approval of an Environmental Leadership Development Project (ELDP) for compliance with CEQA for development projects that are certified by the Governor as ELDP projects. The Project qualifies as an ELDP project, as it would meet the qualification requirements, inclusive of the following among others: it is a mixed use development on an urban infill site that would achieve LEED Silver certification (or better), maximize transit friendly features (resulting in a minimum 15 percent greater transportation efficiency), be 'Net-Zero' in carbon/greenhouse gas (GHG) emissions, and result in a minimum investment in California of \$100 million.

On July 26, 2017, the Governor certified the Project as an eligible Environmental Leadership Development Project (ELDP) under AB 900, and, on July 27, 2017, the Governor's OPR forwarded the Governor's determination to the Joint Legislative Budget Committee. According to CEQA Section 21184(b)(2)(C), if "the Joint Legislative Budget Committee fails to concur or non-concur on a determination by the Governor within 30 days of the submittal, the leadership Project is deemed to be certified." On August 18, 2017 the Joint Legislative Budget Committee concurred with the Governor's determination.

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) on November 25, 2015 and held a Public Scoping Meeting on December 9, 2015. The purpose of the notice and meeting were to formally convey that the City was preparing a Draft EIR for the proposed Project and to solicit public input. The Draft EIR was then circulated starting on April 23, 2020 and ending on June 8, 2020. Comments received in response to the Draft EIR, as well as revisions, clarifications, and corrections, were then published in the Final EIR and distributed on August 7, 2020. On August 19, 2020, a joint hearing regarding the subdivision and City Planning Commission entitlement requests, including consideration of the EIR, was held by the Advisory Agency, and Hearing Officer on behalf of the City Planning Commission. Subsequently, on August 24, 2020, a letter of decision was issued certifying the EIR and approving the subdivision.

The Environmental Impact Report identified impacts for the Original Project 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) impacts that would remain significant and unavoidable. The impacts are summarized below.

#### ***Impacts found to have No Impact or be Less Than Significant include:***

- Agricultural and Forest Resources
- Aesthetics
- Air Quality (Consistency with Air Quality Management Plan; Localized Emissions - Construction; Regional Emissions - Operation; Localized Emissions - Operation; Toxic Air Contaminants - Operation; CO Hotspots - Operation)

- Biological Resources (Special Status Species, Sensitive Natural Communities, Wetlands, Policies Protecting Biological Resources, Conservation Plans)
- Cultural Resources (Historical Resources; Human Remains)
- Energy
- Geology and Soils (Hazardous Geologic Conditions; Soil Erosion or Loss of Topsoil; Unstable Geologic Unit or Soils; Expansive Soils; Septic Tanks)
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Noise (Off-Site Construction Noise; Groundborne Vibration – Operation; Off-Site Mobile Source Noise - Operation)
- Population and Housing
- Public Services
- Transportation (Construction; Conflict with Existing Plans; Roadway Hazards; Emergency Access)
- Tribal Cultural Resources
- Utilities and Service Systems

***Impacts found to be Less Than Significant with Mitigation include:***

- Air Quality (Regional emissions - Construction; Toxic Air Contaminants - Construction)
- Biological Resources (Protected Trees)
- Cultural Resources (Archaeological Resources)
- Geology and Soils (Paleontological Resources)
- Noise (Operation; Groundborne Vibration Structural Damage - Construction)
- Transportation (VMT)

***Impacts Found to Be Significant and Unavoidable include:***

- Noise (Construction; Groundborne Noise and Vibration Human Annoyance - Construction)

The Original Project would implement mitigation measures to address construction emissions, potential impacts to archeological or paleontological resources, construction and operational noise, and transportation impacts. Nonetheless, the Original Project's construction noise impacts would remain significant and unavoidable after mitigation. Modified Alternative 2 would reduce the Project's less than significant light and glare, construction (less than significant after mitigation) and operation air emissions, archaeological and paleontological resources, exacerbation of existing geological conditions, unstable geological units, greenhouse gas emissions, construction hydrology and water quality, construction groundborne vibration impacts to structures (without mitigation), operation noise, population and housing, police protection, VMT, water, wastewater, and solid waste impacts. However, this Alternative would incrementally increase the Project's less than significant impacts on schools, libraries, and park and recreational facilities due to the shift from hotel to residential uses. Modified Alternative 2 would also reduce the duration of the Project's significant and unavoidable short-term construction noise impacts, but would not reduce these impacts to less than significant levels, or reduce the Project's significant and unavoidable groundborne vibration and noise impacts with respect to human annoyance. Modified Alternative 2 would partially or fully meet all of the Project objectives including the concentration of high-density housing in a TPA and has also been identified as the Environmental Superior Alternative.

**Public Testimony:**

A joint public hearing was held telephonically via Zoom by the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission on August 19, 2020 for the proposed Project entitlements and subdivision and was attended by approximately 30 individuals. At the public hearing, testimony was provided by the Project team; 18 people spoke, of which 10 were in favor of Modified Alternative 2, while the remainder of speakers were opposed to the development. Testimony was provided by the following organizations: LA Conservancy, Hollywood Heritage, Yucca Argyle Tenants Association, and the LA Tenants Union.

In general, oral and written support for the project centered on the project's benefits in terms of new housing, the provision of additional RSO units above what currently exists on the site, the introduction of covenanted affordable units, the preservation of the two existing non-contributing structures on Vista Del Mar Avenue, and the appropriateness of the Project for the area.

Opposition to the project centered on concerns regarding the displacement of tenants, the lack of agreement with the developer regarding a right to return and rental rates, the scale and compatibility of the Project, environmental issues relating to air quality, GHG, noise, traffic, cultural resources, and geological issues. Additionally, there were concerns regarding residents being priced out of new units upon return, as well as the time to review the EIR and holding proceedings during the pandemic.

**Issues****Removal of RSO units & right-of-return**

A number of comments have been received both on the Draft EIR, in writing, and at the public hearing that raised concerns over the loss of existing RSO units on site, the displacement of residents, and providing the existing residents with a right to return after the Project is completed.

The Project provides housing for various income levels and household sizes, and retention of the two non-contributing single-family structures in the Vista Del Mar/Carlos Historic District. The Project will provide 21 studio apartments, 128 one-bedroom units, 110 two-bedroom units, and 10 three-bedroom units. Of the total 271 units, 252 are new RSO units, 17 are new covenanted affordable units, and two are the existing single-family residences on Vista Del Mar Avenue. This would help meet the critical demand for new housing in the Hollywood Community Plan area and would increase the City's stock of rent controlled units. There are currently 43 RSO units on the project site, which will be removed to construct the Project, therefore this represents an increase of 209 RSO units.

As stated in the DEIR, one of the Project objectives is:

- To increase the City's stock of rent controlled units under the City's RSO through a project that provides 100 percent of its residential apartment units as RSO units;

**Environmental Impacts**

There were also comments and public testimony submitted that the EIR does not adequately analyze impacts related to the Project.

During the public hearing, testimony was given related to seismic issues in the area, particularly the nearby Hollywood Fault. However, no substantial evidence was presented to support the claims that were made. The Vesting Tentative Tract Map No. 73718 for the Project was approved by the Advisory Agency on August 24, 2020. In the Letter of Determination, the Advisory Agency



found that:

The investigation included a transect of CPI soundings and continuous core borings in the west portion of the site and an exploration trench along the western edge. Additional exploration was conducted to address the Department correction letter dated 09/17/2014, which included three continuous core borings, three bucket auger borings and a trench just east of the site. Dr. Roy Shlemon (an expert in soil stratigraphy, age-dating of soils and assessment of geologic hazards) provided a detailed soil stratigraphic/pedological analysis by to estimate the age of the soil horizons encountered in the recent trench. Data from off-site projects investigated by Group Delta were also used for the geologic analysis of the site. No active (Holocene) faults were observed on the site or nearby the site. Therefore, no building restrictions were recommended by Group Delta.

The tract has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division prior to the recordation of the map and issuance of any permits. Pursuant to the Department of Building and Safety, Grading Division issued a letter dated February 20, 2015 the referenced reports are acceptable, provided the conditions incorporated herein are complied with during site development. The Department of Building and Safety, Grading Division issued a subsequent letter dated October 24, 2019 based on additional reports that were submitted. The 2019 letter stated that the previous reference reports provided geologic investigations to assess potential faulting at the site and that no active faults were found and the potential for fault-related ground rupture is low. The current report the 2019 letter was based on addresses other potential geologic hazards and concludes that the proposed development is feasible. General geotechnical recommendations are provided, including those for foundations and shoring. However, the report acknowledges that a design-level geotechnical investigation is required when final plans are available. The referenced report is acceptable, provided the conditions incorporated herein are complied with during site development.

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 refinements in the Project in response to input from the community and the Council Office, includes or constitutes substantial evidence that requires recirculation of the Draft or 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 Draft or Final EIR prior to its certification, and that neither the Draft EIR nor the Final EIR need to be recirculated prior to certification.

### **Conclusion**

The Project presents an opportunity to provide a high-rise, mixed-use development within the Hollywood area, which provides 271 residential units, active commercial uses, a small park with outdoor seating and public art, and various streetscape improvements to the immediate area. The proposed project would enhance the built environment through the unified development of the site and would include essential and beneficial uses through the balance of residential and commercial components, within the transit-rich area of Hollywood. The project would benefit the community by providing more housing options for the increasing population of Hollywood workers and provide employment opportunities for the area residents, which support the City's goals for housing and economic development. The project's certification as an ELDP project will ensure that the project will incorporate many energy efficient and sustainability features to help the City and State reach its goal in reducing GHG emissions. The proposed mixed-use development would be compatible with the site's Regional Center designation from the General Plan

Framework, Regional Center Commercial and Medium Multifamily Residential land use designation of the Community Plan, and the policies of the General Plan.

Requests for the Zone Change and Height District Change, Density Bonus Compliance Review Master Conditional Use permit for alcohol sales, Conditional Use Permit to allow for live entertainment and dancing, and Site Plan Review would all help facilitate a beneficial density and mix of uses and allow for a cohesive site design, creating active and safe pedestrian environments, and offering a variety of public benefits, 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.

Department of City Planning staff recommends that the City Planning Commission approve the Modified Alternative 2 and requested entitlements with conditions. The resulting mixed-use project and building design would support planning policies for development within the community, including increased housing supply, job creation, and sustainability, while providing substantive community benefits. Overall, the Modified Alternative 2 would support the goals, policies, and objectives of the General Plan Framework Element and Community Plan. The Project's designation as an ELDP project would also set an example for other future projects by promoting sustainable practices to help the City and State achieve its goals in reducing carbon and greenhouse gas emissions.

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

Pursuant to Section 12.32 G of the Municipal Code, the (T) Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

#### Dedications/Improvements and Responsibilities/Guarantees.

Dedications and Improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering:

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Street Dedications and Improvements shall be provided to the satisfaction of the City Engineer.
3. **Sewer.** Construction of necessary sewer facilities, or payment of sewer fees, shall be to the satisfaction of the City Engineer.
4. **Drainage.** Construction of necessary drainage and storm water runoff drainage facilities to the satisfaction of the City Engineer.
5. **Driveway/Parkway Area Plan.** Preparation of a parking plan and driveway plan to the satisfaction of the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.
6. **Fire.** Incorporate into the building plans the recommendations of the Fire Department relative to fire safety, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit.
7. **Cable.** Make any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05 N to the satisfaction of the Department of Telecommunications.
8. **Recreation and Park Fees.** Payment of the Quimby fee shall be based on the C2 and R3 Zones and be paid prior to the recordation of Final Tract map. The application for Vesting Tentative Tract Map No. 73718 was deemed complete on August 16, 2016.
9. **Lighting.** Street lighting facilities shall be provided to the satisfaction of the Bureau of Street Lighting.
10. **Street Trees.** All trees in the public right-of-way shall be provided per the current Urban Forestry Division Standards.

Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.

**(Q) QUALIFIED CONDITIONS OF APPROVAL**

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

1. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit A, dated June 29, 2020. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 271 residential units, of which 17 units (8 percent) shall be reserved for Very Low Income Occupants.
3. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25 (9a-d).
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 8 percent (17 units) of the base 212 dwelling units available to Very Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA.
5. **Automobile Parking.** Vehicle parking shall be provided consistent with the LAMC Section 12.21 A.4.
6. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
7. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.
8. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety.
9. **Commercial Floor Area.** The project shall be limited to a maximum commercial floor area of 7,760 square feet.
10. **Floor Area Ratio (FAR).** The maximum permitted Floor Area Ratio averaged across the site shall be no greater than a 6.6:1 FAR.
11. **Covenant.** The applicant shall file a covenant running with the land with the Department of Building and Safety prior to the issuance of any building permits. The covenant shall

include a guarantee to continue the operation and maintenance of the development as a unified development; shall indicate the floor area and, if applicable, density used on each parcel and the floor area, and, if applicable, density potential (if any) that would remain; shall guarantee the continued maintenance of the unifying design elements; and shall specify an individual or entity to be responsible and accountable for this maintenance and the fee for the annual inspection of compliance by the Department of Building and Safety, required pursuant to LAMC Section 19.11.

12. **Development Services Center.** Prior to sign-off on building permits by the Department of City Planning's Development Services Center for the project, the Department of City Planning's Major Projects Section shall confirm, via signature, that the project's building plans substantially conform to the conceptual plans stamped as Exhibit A, as approved by the City Planning Commission.
13. **Landscaped Park.** A minimum 2,820 square foot ground floor publicly accessible landscaped open space shall be provided adjacent to Argyle Avenue, as shown in Exhibit A - Project Plans, dated September 24, 2020.
14. **Rent Stabilization Ordinance.**
  - a. The project shall comply with any tenant relocation requirements established by HCIDLA. Enforcement shall be the responsibility of HCIDLA.
  - b. The applicant shall execute and record a Covenant and Agreement (Planning Department General Form CP-6770) in a form satisfactory to the Advisory Agency binding the applicant and any successor in interest to provide tenant relocation assistance and establish a relocation program in a manner consistent with Section 47.07 of the Los Angeles Municipal Code relating to demolition. The covenant and agreement shall be executed and recorded within 10 days after the expiration of the appeal period (and final action thereon) and a copy provided to each eligible tenant within five days of recordation of the covenant and agreement.
  - c. Within 10 days after the time to appeal has expired, the applicant shall execute and record a Covenant and Agreement (Planning Department General Form CP-6770) in a form satisfactory to the Advisory Agency binding the applicant and any successor in interest to the affirmative duty to abide by all provisions of the Rental Stabilization Ordinance.

## **D LIMITATIONS**

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "D" Development Limitations.

A. Development Limitations:

1. **Floor Area Ratio.** The total floor area over the Project Site shall not exceed a 6.6:1 floor area ratio (FAR), or a total of 316,948 square feet.
2. **Building Height.** Building height shall be limited to a maximum height of 348 feet for parcels along Yucca Street, consistent with Exhibit "A"

## CONDITIONS OF APPROVAL

### A. Entitlement Conditions – Conditional Use for Alcohol Sales.

1. 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.
2. The use and development of the property shall be in substantial conformance with the plot plan and floor plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.
3. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective Conditions, if, in the Zoning Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
4. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
5. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety for purposes of having a building permit issued at any time during the term of this grant.
6. Authorized herein is the sale and dispensing and consumption of a full line of alcoholic beverages for on-site consumption, in conjunction with the 7,760 square-feet of commercial space for three establishments.
7. **Hours of Operation.** Hours of operation shall be limited to 7:00 a.m. to 12:00 a.m. daily for the restaurants.
8. **STAR/LEAD/RBS Training.** Within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.
9. After hour use shall be prohibited, 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.
10. "No Loitering or Public Drinking" signs shall be posted in and outside of the subject facility.
11. The applicant shall be responsible for maintaining the premises and adjoining sidewalk free of debris or litter.

12. The applicant(s) shall comply with 6404.5(b) of the Labor Code, which prohibits smoking within any place of employment. The applicant shall not possess ashtrays or other receptacles used for the purpose of collecting trash or cigarettes/cigar butts within the interior of the subject establishment.
13. **Additional Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Department of City Planning to impose additional corrective conditions, if, it is determined by the Department of City Planning that such conditions are proven necessary for the protection of person in the neighborhood or occupants of adjacent property.
14. **Security.** A camera surveillance system shall be installed and operating at all times to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days and are intended for use by the Los Angeles Police Department.
15. An electronic age verification device shall be purchased and retained on the premises to determine the age of any individual 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.
16. **Master Plan Approval (MPA) Requirement.** Each individual venue shall be subject to a Master Plan Approval (MPA) determination pursuant to LAMC Section 12.24 M, or as otherwise provided for in the LAMC for on-site alcohol sales in conjunction with the operation of restaurants and bars, 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 venue in greater detail and to tailor site-specific conditions of approval for each of the premises subject to analysis of the venue's individual mode and character of operations including but not limited to hours of operation, seating capacity, size, security, live entertainment, 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. These conditions may include additional conditions not included in the Master Conditional Use Conditions of Approval. A Plan Approval without a hearing may be granted by the Chief Zoning Administrator if the operator agrees to the Conditional Use Permit Conditions.
17. **Lease Agreements.** All establishments applying for an Alcoholic Beverage Control license shall be given a copy of these conditions prior to executing a lease and these conditions shall be incorporated into the lease. Furthermore, all vendors of alcoholic beverages shall be made aware that violations of these conditions may result in revocation of the privileges of serving alcoholic beverages on the premises.
18. **Building Plans.** A copy of this grant and all Conditions and/or any subsequent appeal of this grant and 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.
19. **Ownership/Operator Change.** Should there be a change in the ownership and/or the operator of the business, the property owner and the business owner or operator shall provide the prospective new property owner and the 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 has been provided to the prospective owner/operator, including the conditions required herewith, shall be submitted to the BEST (Beverage and Entertainment Streamlined Program) in a letter from the new operator



indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to the BESt (Beverage and Entertainment Streamlined Program) within 30 days of the beginning day of his/her new operation of the establishment along with the dimensioned floor plan, seating arrangement and number of seats of the new operation.

**20. MViP – Monitoring, Verification and Inspection Program.** Prior to the effectuation of this grant, fees required per L.A.M.C Section 19.01-E,3 - Monitoring of Conditional Use Permits, Inspection, and Field Compliance for Review of Operations, and Section 19.04 - Miscellaneous ZA Sign Offs shall be paid to the City.

- a. Within 24 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.
- b. The owner and 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.

**21. Covenant and Agreement.** Prior to building permit issuance, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center or the BESt (Beverage and Entertainment Streamlined Program) for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center or BESt (Beverage and Entertainment Streamlined Program) for inclusion in the case file.

**B. Entitlement Conditions – Live Entertainment and Dancing.**

1. Approved herein is public dancing and live entertainment uses within the enclosed dining area of the restaurant. No live entertainment/music or dancing is permitted in the outdoor areas.
2. The establishment shall be maintained as a bona fide eating place (restaurant) with an operational kitchen, in accordance with the definition of such in the LAMC, and shall provide a full menu containing an assortment of foods normally offered in such restaurants. Food service shall be available at all time during operation hours.
3. There shall be no Adult Entertainment of any type pursuant to LAMC Section 12.70.
4. No requests for any other deviations from the LAMC have been requested or approved herein.
5. No portion of the restaurant shall be deemed to be "private", for the purpose of dispensing alcoholic beverages to selected patrons.

6. There shall be no bar or lounge area upon the licensed premises maintained solely for the purpose of sales, service or consumption of alcoholic beverages. The main purpose and use of the facility shall always be a full service restaurant.
7. A barrier separating the outdoor area from any abutting sidewalk or public right-of-way shall be of such height, design, and materials that it will preclude passersby from interacting with or obtaining any beverage or food from restaurant tables and/or patrons.
8. The restaurant shall not be leased to promoters or music groups or similar entities for nightclub or concert activity at any time. At no time will the premises host raves, a dance club, or other similar events. There shall be no admission or cover charge at any time.
9. No coin-operated electronic, video or mechanical games, or pool or billiard tables shall be maintained upon the premises at any time.
10. A camera surveillance system shall be maintained at all times to monitor the common areas of the business, high-risk areas, sidewalk areas, and entrances or exits. Recordings shall be maintained for a minimum period of 60 days.
11. All exterior portions of the site shall be adequately illuminated in the evening so as to make discernible the faces and clothing of persons utilizing the space. Lighting shall be directed onto the site without being disruptive to persons on adjacent properties.

### C. Entitlement Conditions – Site Plan Review

1. **Site Development.** The use and development of the property shall be in substantial conformance with the Site Plan, Floor Plans, Unit Plans, Building Elevations, and Landscape Plans (Exhibit A, dated June 29, 2020) of the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions. The project shall be constructed in a manner consistent with the following project description:
  - a. Limit the proposed development to up to 271 dwelling units, and up to 7,760 square feet of retail and restaurant uses, totaling up to 316,948 square feet of floor area.
2. **Landscaped Open Space and Amenities.** A 2,820-square foot ground floor landscaped open space shall be provided on the southwest corner of Yucca Street and Vista Del Mar Avenue, as shown in Exhibit A - Project Plans, dated June 29, 2020. The ground-floor open space shall not be gated and shall remain publicly accessible between the hours of 6 a.m. to 10 p.m.
3. **Landscaping.** Prior to the issuance of a building permit, a landscape and irrigation plan shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit A, and shall additionally contain specific plant palettes, design details, and robust irrigation and maintenance programs to demonstrate the long-term viability of the bio-receptive panel podium screening system.
4. **Tree Wells.** The minimum depth of tree wells and planters on the rooftop, any above grade open space, and above a subterranean structure shall be as follows:
  - a) Minimum depth for trees shall be 42 inches

- b) Minimum depth for shrubs shall be 30 inches
- c) Minimum depth for herbaceous plantings and ground cover shall be 18 inches
- d) Minimum depth for an extensive green roof shall be three inches

The minimum amount of soil volume for tree wells shall be based on the size of the tree at maturity as follows:

- e) 220 cubic feet for a tree 15 - 19 feet tall at maturity.
- f) 400 cubic feet for a tree 20 - 24 feet tall at maturity.
- g) 620 cubic feet for a medium tree or 25 - 29 feet tall at maturity.
- h) 900 cubic feet for a large tree or 30 - 34 feet tall at maturity

Any trees that are required pursuant to LAMC Section 12.21 G and are planted on any podium or deck shall be planted in a minimum three-foot planter.

5. **Tree Maintenance.** All newly planted trees must be appropriately sized, staked and tied; provided with a watering moat; and shall be properly watered and maintained.
6. **Trash and Recycling.**
  - a. All trash collection and storage areas shall be located on-site and shall not be visible from the public right-of-way.
  - b. Trash receptacles shall be stored in a fully enclosed building or structure.
  - c. Trash/recycling containers shall be locked when not in use.
7. **Mechanical Equipment.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.
8. **Construction Signage.** There shall be no off-site commercial signage on construction fencing during construction.

#### **D. Environmental Conditions**

1. **Implementation.** The Mitigation Monitoring Program (MMP), attached as "Exhibit B" and part of the case file, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.
2. **Construction Monitor.** During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs 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 PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and

Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs 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.

3. **Substantial Conformance and 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 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. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

4. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities<sup>1</sup>, all such activities shall temporarily cease on the Project Site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:
  - Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 473-9723.
  - If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
  - The project Permittee shall implement the tribe's recommendations if a qualified

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<sup>1</sup> Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, auguring, backfilling, blasting, stripping topsoil or a similar activity.

- archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any affected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
  - If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
  - The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
  - Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
  - Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

#### **E. Administrative Conditions**

1. **Approval, Verification and Submittals.** Copies of any approvals guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
2. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
3. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.
4. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
5. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

6. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.
7. **Project Plan Modifications.** Any corrections and/or modifications to the Project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.
8. **Indemnification and Reimbursement of Litigation Costs.** The Applicant shall do all of the following:
  - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
  - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
  - (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
  - (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
  - (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any

obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

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

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

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

## FINDINGS

### General Plan/Charter Findings

#### 1. General Plan Land Use Designation

The Project Site is located within the Hollywood Community Plan, adopted by the City Council on December 13, 1988. The 1.16-acre project site is located within the adopted Hollywood Community Plan area and is comprised of seven lots, commonly referred to herein as the West Parcel, Center Parcel, and East Parcel. The Community Plan designates the West Parcel and Center Parcel for Regional Center Commercial land use and the East Parcel for Multiple Family Medium Residential land use. According to the Community Plan, corresponding zones for the Regional Center Commercial designation include C2, C4, P, PB, RAS3 and RAS4. The corresponding zoning designation for Medium Residential is R3.

The West Parcel is designated for Regional Center Commercial land uses and zoned C4-2D-SN, with Height District 2 allowing unlimited building height with a maximum FAR of 6:1. The Center Parcel is also designated for Regional Center Commercial uses and zoned with a non-corresponding zone of R4-2D, which allows for multi-family residential uses, with Height District 2. For both the West and Center Parcels, the "D" indicates a Development Limitation, which provides a project shall not exceed a 2:1 FAR, unless it is found to comply with the Hollywood Redevelopment Plan, and is approved by the City Planning Commission, or the City Council on appeal. The East Parcels are designated for Medium Residential land uses and zoned [Q]R3-1XL, allowing for multi-family residential development. The [Q] condition limits residential density to a maximum of one dwelling unit for each 1,200 square feet of lot area in lieu of the 800 square feet of lot area.

#### 2. General Plan Text

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State mandated elements, including, but not limited to: Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. The Project is in compliance with the following Elements of the General Plan: Framework Element, Housing Element, Mobility Element, Health and Wellness Element and the Land Use Element – Hollywood Community Plan

##### **Framework Element**

The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. It establishes the City's long-range comprehensive growth strategy and provides guidance on citywide polices, objectives, and goals regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. Below is an analysis of the Project's consistency with the objectives and policies of the Framework Element, as described below.

The General Plan Framework Element describes Regional Centers as focal points for regional commerce, identity, and activity with higher density developments whose form is differentiated from the lower-density neighborhoods of the city. Regional Centers fall under the range of 1.5:1 to 6:1 FAR and are characterized by buildings ranging from six-to 20-story buildings or higher. Their densities and functions support the development of a comprehensive and interconnected network of public transit and services. The Project allows for the orderly



arrangement of buildings on the site, flexibility in ownership and operation of the proposed commercial establishments, and allows for density height, and floor area arrangement which meets the goals of the General Plan and Hollywood Community Plan by providing mixed-use, mixed-income project, which provides new housing units, commercial space, in addition to preserving the two non-contributing structures located on Vista Del Mar Avenue.

### Chapter 3: Land Use

The Land Use Chapter of the Framework Element identifies objectives and supporting policies relevant to the Project Site. Those objectives and policies seek, in part, to encourage the development of commercial and residential uses and structures that integrate housing units with commercial uses. The Project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development of residential and commercial uses in accordance with the applicable policies of the Hollywood Community Plan. Specifically, the Project would comply with the Regional Center based on the following goals, objective and policies, as set forth in the General Plan Framework Land Use Chapter:

**Goal 3A:** *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*

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

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

**Policy 3.2.2** *Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.*

**Policy 3.2.3:** *Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

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

**Goal 3M:** *A City where significant historic and architectural districts are valued.*

**Objective 3.17:** *Maintain significant historic and architectural districts while allowing for the development of economically viable uses.*

The Project Site is improved with one single-family residence, one duplex with a detached garage, and three, two-story apartment buildings with associated carports and paved surface

parking areas. Under the proposed Modified Alternative 2, the three multi-family apartment buildings located along Yucca Avenue would be demolished and removed to allow for the redevelopment of the site, while the two existing one- and two-story single-family buildings (1765 and 1771 Vista Del Mar Avenue) would be retained. Modified Alternative 2 consists of a mixed-use development, with up to 316,948 square feet of floor area, within a new 30-story tower, referred to herein as Building 1. The proposed Building 1 would include up to 269 multi-family residential units (17 of which would be set aside for Very Low Income households) and approximately 7,760 square feet of commercial/restaurant uses. The existing residence at 1771 Vista Del Mar Avenue would remain as a single-family use and the residence at 1765 Vista Del Mar Avenue, which currently contains three residential units, will be converted back to a single-family use. Five levels of subterranean and above-ground automobile parking would be located within the podium structure of Building 1 and surface parking would be provided for the two single-family residences.

The Project provides a high-rise, mixed-use development which includes a total of 271 residential units, active commercial uses, a small park with outdoor seating and public art, and various streetscape improvements on an infill site within the Hollywood area. The proposed project would enhance the built environment through the unified development of the site and would include essential and beneficial uses through the balance of residential and commercial components, within the transit-rich area of Hollywood. The project would benefit the community by providing more housing options for the increasing population of Hollywood workers and provide employment opportunities for the area residents, which support the City's goals for housing and economic development. The preservation and rehabilitation of the two non-contributing single-family structures in the Vista Del Mar/Carlos Historic District would help to preserve neighborhood character, and the provision of a small park at the corner of Yucca Street and Vista Del Mar Avenue would serve as a gateway amenity to the district.

The Project would reduce vehicle trips and vehicle miles traveled due to the Project's pedestrian-orientated design, bicycle access and infrastructure, and proximity to rail and bus transit, commercial uses, entertainment uses, amenities, and jobs. The Project design, mix of uses, and intensity will also contribute to the intended character of the Regional Center land use, while locating new residents and jobs within an established mixed-use area. The Project will contribute to the appropriate distribution of land as described by the Land Use Chapter due to its location in a Regional Center well served by transit, proposed mix of uses consistent with the goals of the Regional Center, proposed neighborhood-serving commercial space, proposed housing for various income levels and household sizes, and retention of the two non-contributing single-family structures in the Vista Del Mar/Carlos Historic District.

#### Chapter 4: Housing

The Project would comply with the following goals, objective and policies, as set forth in the General Plan Framework Housing Chapter:

**Goal 4A:** *An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.*

**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.*

**Policy 4.1.1:** Reduce overcrowded housing conditions by providing incentives to encourage development of family-size units

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

**Policy 4.2.1** *Offer incentives to include housing for very low- and low-income households in mixed-use developments.*

The Project provides housing for various income levels and household sizes, and retention of the two non-contributing single-family structures in the Vista Del Mar/Carlos Historic District. The Project will provide 21 studio apartments, 128 one-bedroom units, 110 two-bedroom units, and 10 three-bedroom units. Of the total 271 units, 252 are new RSO units, 17 are new covenanted affordable units, and two are the existing single-family residences on Vista Del Mar Avenue. This would help meet the critical demand for new housing in the Hollywood Community Plan area and would increase the City's stock of rent controlled units.

### Citywide Design Guidelines

The Urban Design Studio has adopted a three-part design approach to evaluating projects to reflect the new Citywide Design Guidelines, which consist of Pedestrian First Design, 360-Degree Design, and Climate Adapted Design.

#### Pedestrian First Design:

The Project would provide a transparent ground floor, with street-facing commercial and restaurant spaces, and at-grade residential lobby entrance that provide shelter and promotes active street use by pedestrians along Yucca Street. The Project will also include outdoor dining, bicycle parking, a pick-up/drop-off zone, and a new 2,820 square foot park at the corner of Yucca Street and Vista Del Mar Avenue. The mass of the podium is broken down into smaller elements that create depth along the façade, in addition to utilizing different materials to create visual interest, and incorporating design components from the tower in order to tie the whole building together.

#### 360-Degree Design:

The Project design implements materials, colors, fenestration, massing, and design patterns which create visual interest. All facades of both the podium and the residential tower are highly articulated with a differentiation in mass that breaks down large facades, and with a variety of materials and elements that create a strong visual interest. The podium would use a screening design consisting of multiple different elements that are either recessed or protrude from the façade, with a change of material alternating between unfinished concrete, to glass, to metal ventilation screens, while allowing for airflow through the podium levels. At the ground floor level, the commercial and residential entrances are oriented to the sidewalk, with aluminum framing around floor-to-ceiling glass commercial storefront glazing. The podium is designed with a pedestrian scale as the mass is broken down into smaller elements, which softens the façade of the building and create a warm and inviting experience for visitors and residents. The podium levels are further enhanced with an alternating rhythm of trapezoidal glass shapes that employ the same green colored glass that is used for the inset accents on the tower façade, as well as vertical green screens along the eastern façade where the new public open space amenity will be located. The façade of the tower element will primarily use blue and green colored glass, allowing for natural lighting into the residential units, and includes multiple balconies that extend from the façade in a non-uniform pattern that gives the appearance of horizontal undulation, while providing shade and minimizing solar gain throughout the building, highlighting the Project's energy efficiency and sustainability. The various design treatments within the podium and tower would help break the façade of the building and provide unique focal points.

Climate Adapted Design:

The Project is certified ELDP, and as part of the ELDP certification requirements, the Project will be conditioned to provide an energy efficient building which reduces energy consumption by 22 percent below LEED baseline, outdoor water use 30 percent below code required baseline, indoor water use 35 percent below code required baseline, transportation efficiencies with result in a 15 percent reduction in VMT, a minimum of 105 kilowatts of solar energy generation on site, and the purchase of carbon credits with offset operation and construction.

The Project will be designed and operated to exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code. Green building measures will include, but are not limited to the following: reduce building energy cost by a minimum of 5 percent for new construction compared to the Title 24 Building Energy Efficiency Standards (2016), at least 20 percent of the total code-required parking spaces provided for all types of parking facilities will be capable of supporting future electric vehicle supply equipment (EVSE), with at least 5 percent of the total code-required parking spaces shall be equipped with EV charging stations. The Project includes multiple balconies which will providing fresh air and ventilation.

**Housing Element**

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

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

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

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

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

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

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

***Goal 2:*** A City in which housing helps to create safe, livable and sustainable neighborhoods.

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

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

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

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

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

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

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

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

The Project proposes mixed-income housing, with neighborhood-serving commercial space at the ground floor within the Hollywood Regional Center. As a mixed-use development, the Project provides for a balance of housing and jobs and provides activity and natural surveillance during and after commercial business hours. The ground floor commercial uses would activate the streets, while the residential units are oriented outward, providing eyes on the street during all hours of the day to create a safer environment for residents, workers, and visitors to the area. The Project provides housing for various income levels and household sizes, and retention of the two non-contributing single-family structures in the Vista Del Mar/Carlos Historic District. The Project will provide 21 studio apartments, 128 one-bedroom units, 110 two-bedroom units, and 10 three-bedroom units. Of the total 271 units, 252 are new RSO units, 17 are new covenanted affordable units, and two are the existing single-family residences on Vista Del Mar Avenue. This would help meet the critical demand for new housing in the Hollywood Community Plan area and would increase the City's stock of rent controlled units.

The Project as proposed would be consistent with the goals of the Housing Element by providing mixed income housing units in varying unit arrangements on a site well served by transit.

### **Mobility Element**

The Mobility Element 2035 (Mobility Element), adopted in September 2016, guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods and recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities and sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Proposed Project would be in conformance with following objectives and policies of the Mobility Element as described below.

Chapter 2: World Class Infrastructure

**Policy 2.3:** *Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Chapter 3: Access for All Angelenos

**Policy 3.1:** *Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.*

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

**Policy 3.5:** *Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.*

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

The Project would provide access for all modes of travel, focusing on pedestrians and cyclists. Pedestrian entrances are prominently located at the corner of Yucca Street and Argyle Avenue, as well as locating the main building entrance lobby along Yucca Street, directly in the center of the project. The proposed Project is consistent with the goals and implementation strategies identified in the Walkability Checklist. The Project introduces new commercial uses such as restaurants to the area, which would reduce the vehicle miles travel to the site as residents and visitors would be able to walk to these commercial uses. Further, the Project site is located in a Transit Priority Area and adjacent to several bus lines and in the vicinity of the Hollywood and Vine Red Line Station (approximately 0.13 miles southwest from the project site), increasing accessibility to and from the site via walking and other transit. In addition, the project site would be adjacent to many other mixed-use buildings with similar commercial uses, as well as events and entertainment uses within the Hollywood area, encouraging walking, active transportation, and public transit usage to these other adjacent uses.

As mentioned previously, the project would also improve the streetscape surrounding the Project Site with improved sidewalks, street lighting, street trees, short-term bicycle parking, and landscaping. The project will also activate the street for pedestrians with a small park located at the northeast corner of the project site, which contains outdoor seating and landscaping. The building's orientation also contributes to a walkable environment as the entrances to the commercial uses are located directly on Yucca Street and at the corner of Argyle Avenue and Yucca Street, while the residential entrance is located on Yucca Street. There is only one driveway, which is located on Argyle Avenue. 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. 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, consistent with the objectives of the Mobility Element.

Chapter 5: Clean Environments and Healthy Communities

**Objective 5.1:** *Decrease VMT per capita by 5% every five years, to 20% by 2035.*

**Objective 5.2:** *Meet a 9% per capita GHG reduction for 2020 and a 16% per capita reduction for 2035 (Southern California Association of Governments, Regional Transportation Plan).*

**Policy 5.4:** *Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.*

As conditioned Mitigation Measure MM-TRAF-1 requires implementation of a TDM program to reduce vehicle trips. The combined effect of the various strategies implemented as part of the TDM program will result in a reduction in Modified Alternative 2's vehicle trip generation and VMT by offering services, actions, specific facilities, etc., aimed at encouraging the use of alternative transportation modes. As shown in Table 3-6, *VMT Analysis Summary*, at page 3-59 in Chapter 3, *Revisions, Clarifications and Corrections*, of the Final EIR, with implementation of Mitigation Measure MM TRAF-1, Modified Alternative 2 would generate 7,476 daily VMT (a reduction of 984 daily VMT), which includes a home-based production daily VMT of 3,573 and a home-based work attraction daily VMT of 154. With Mitigation Measure MM TRAF-1, Modified Alternative 2 will generate an average household VMT per capita of 5.9 (1.6 less than prior to mitigation). With mitigation, Modified Alternative 2 will not exceed the household VMT per capita threshold of 6.0. Work VMT for Modified Alternative 2 is less than significant without mitigation. Thus, with Mitigation Measure MM-TRAF-1, Modified Alternative 2 meets the threshold criteria of being 15% less than the existing average household VMT per capita for the Central Area Planning Commission area.

Furthermore, as conditioned, Project Design Feature PDF-GHG-1 requires that the Project will provide or obtain GHG emission offsets as required in the Project's Environmental Leadership Development Project certification and related documentation. The Project is a certified Environmental Leadership Development Project (ELDP) and will be consistent with the State's SB 375 plans and greenhouse gas emission (GHG) targets, the City's Green Building Code, and the City's Green New Deal (Sustainable City pLAN 2019). The Project incorporates sustainable and green building design and construction to promote resource conservation, including net-zero carbon and GHG emissions, electric-vehicle charging and water conservation measures in excess of Code requirements, achieving fifteen percent greater transportation efficiency, and incorporating sustainability measures to achieve Leadership in Energy and Environmental Design (LEED) Silver certification.

The Project will be designed and operated to exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code. Green building measures will include, but are not limited to the following: reduce building energy cost by a minimum of 5 percent for new construction compared to the Title 24 Building Energy Efficiency Standards (2016), at least 20 percent of the total code-required parking spaces provided for all types of parking facilities will be capable of supporting future electric vehicle supply equipment (EVSE), with at least 5 percent of the total code-required parking spaces shall be equipped with EV charging stations.

**Health and Wellness Element**

Adopted in March 2015, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through

a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The Project is consistent with the following:

Chapter 2: A City Built for Health

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

Chapter 5: An Environment Where Life Thrives

***Policy 5.1:*** *Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.*

***Policy 5.7:*** *Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.*

The Project would result in the creation of new housing and commercial uses within 0.13 miles of the Hollywood/Vine Metro Station, would provide street trees, storefronts and streetwall treatments which encourage walking, outdoor dining, and bicycle parking, thereby activating the streetscape to support an inviting and pedestrian-oriented environment. In addition, the Project would reduce vehicle trips and vehicle miles traveled due to the Project's pedestrian-orientated design, bicycle access and infrastructure, and proximity to rail and bus transit, commercial uses, entertainment uses, amenities, and jobs. The Project design, mix of uses, and intensity will also contribute to the intended character of the Regional Center land use, while locating new residents and jobs within an established mixed-use area.

The Project has been certified as an ELDP, which includes a requirement for 15% greater efficiency in vehicle trips than the comparable projects and includes requirements which would mitigate vehicle trips associated with the Project. Thus, the Project's location, and pedestrian and bicyclist orientation, will promote alternative forms of travel, and support first-mile, last-mile solutions. Transit options in the vicinity of the Project would encourage residents, and visitors to use public transportation or walk, reducing air pollution and greenhouse gas emissions that would otherwise be caused by vehicle trips. As conditioned, Mitigation Measure MM-TRAF-1 requires implementation of a TDM program to reduce vehicle trips. The combined effect of the various strategies implemented as part of the TDM program will result in a reduction in the Project's vehicle trip generation and VMT by offering services, actions, specific facilities, aimed at encouraging the use of alternative transportation modes. In addition, as an ELDP, the Project would result in net-zero greenhouse gas emissions. Therefore, the Project would promote a healthy built environment, encourage healthy living and working conditions, reduce air pollution, and promote land use policies that reduce per capita greenhouse gas emissions.

**Land Use Element – Hollywood Community Plan**

The Project Site is located within the Hollywood Community Plan Area, which was adopted by the City Council on December 13, 1988. The 1.16-acre project site is comprised of seven lots, commonly referred to herein as the West Parcel, Center Parcel, and East Parcel. The Community Plan designates the West Parcel and Center Parcel for Regional Center



Commercial land use and the East Parcel for Multiple Family Medium Residential land use. According to the Community Plan, corresponding zones for the Regional Center Commercial designation include C2, C4, P, PB, RAS3 and RAS4. The corresponding zoning designation for Medium Residential is R3.

The West Parcel is zoned C4-2D-SN, which allows for commercial and residential uses, consistent with the R5 zone. The Height District 2 allows unlimited building height with a maximum FAR of 6:1. The Center Parcel is zoned R4-2D, which is not a corresponding zone in the Regional Center Commercial General Plan land use designation. For both the West and Center Parcels, the "D" indicates a Development Limitation, which provides a project shall not exceed a 2:1 FAR, unless it is found to comply with the Hollywood Redevelopment Plan, and is approved by the City Planning Commission, or the City Council on appeal. The East Parcel is zoned [Q] R3-1XL. The R3 zone permits a density of 800 square feet of lot area per dwelling unit. Height District 1XL limits building height to 30 feet with a maximum FAR of 3:1. The Q condition limits residential density to a maximum of one dwelling unit for each 1,200 square feet of lot area.

The Project entitlements include a Zone Change and Height District Change from C4-2D-SN to (T)(Q)C2-2D-SN, from R4-2D to (T)(Q)C2-2D, and from [Q]R3-1XL to (T)(Q)R3-2D. The zone change request for the Center Parcel from R4-2D to C2-2D would make the zone consistent with the land use. The Zone and Height District as proposed are consistent with and in substantial conformance with the intent and provisions of the General Plan as reflected in the adopted Community Plan.

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

***Objective No. 1:** To further the development of Hollywood as a major center of population, employment, retail service and entertainment.*

***Objective No. 3:** To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the community, maximizing the opportunity for individual choice.*

***Objective No. 4:** To promote economic well-being and public convenience through allocating and distributing commercial lands for retail service and office facilities in quantities and patterns based on accepted planning principles and standards.*

The requested entitlements allow for the orderly arrangement of buildings on the site, flexibility in ownership and operation of the proposed commercial establishments, and allows for increased density, height, and floor area for the construction of the Project, which meets the goals of the General Plan and Hollywood Community Plan by providing mixed-use, mixed-income project, providing new housing units, commercial space, and preserving the two non-contributing structures located on Vista Del Mar Avenue.

### **Hollywood Redevelopment Plan Consistency**

In addition to achieving the objectives of the Hollywood Community Plan, the Project would also support and be consistent with the following goals identified in the Hollywood Redevelopment Plan:

***3. Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.***

*9. Provide housing choices and increase the supply and improve the quality of housing for all income and age groups, especially for persons with low and moderate incomes; and to provide home ownership opportunities and other housing choices which meet the needs of the resident population.*

*10. Promote the development of sound residential neighborhoods through mechanisms such as land use, density and design standards, public improvements, property rehabilitation, sensitive in-fill housing, traffic and circulation programming, development of open spaces and other support services necessary to enable residents to live and work in Hollywood.*

*11. Recognize, promote and support the retention, restoration and appropriate reuse of existing buildings, groupings of buildings and other physical features especially those having significant historic and/or architectural value and ensure that new development is sensitive to these features through land use and development criteria.*

*14. Promote and encourage development of recreational and cultural facilities and open spaces necessary to support attractive residential neighborhoods and commercial centers.*

The Project would also support and be consistent with the following objectives identified in subsection 506.2.3: Regional Center Commercial Density of the Hollywood Redevelopment Plan:

***Objective a:*** *To concentrate high intensity and/or density development in areas with reasonable proximity or direct access to high capacity transportation facilities or which effectively utilize transportation demand management programs.*

***Objective b:*** *To provide for new development which complements the existing buildings in areas having architecturally and/or historically significant structures.*

***Objective d:*** *To encourage the development of appropriately designed housing to provide a balance in the community.*

The Project proposes mixed-income housing, with neighborhood-serving commercial space at the ground floor. As a mixed-use development, the Project provides for activity and natural surveillance during and after commercial business hours. The ground floor commercial uses would activate the streets, while the residential units are oriented outward, providing eyes on the street during all hours of the day to create a safer environment for residents, workers, and visitors to the area. The Project provides housing for various income levels and household sizes, and retention of the two non-contributing single-family structures in the Vista Del Mar/Carlos Historic District. The Project will provide 21 studio apartments, 128 one-bedroom units, 110 two-bedroom units, and 10 three-bedroom units. Of the total 271 units, 252 are new RSO units, 17 are new covenanted affordable units, and two are the existing single-family residences on Vista Del Mar Avenue. This would help meet the critical demand for new housing in the Hollywood Community Plan area and would increase the City's stock of rent controlled units. Additionally, retention of the two non-contributing structures on Vista Del Mar complements the Vista Del Mar/Carlos Historic District and maintains the existing architectural and historic character of the street.

The Project would result in the creation of new housing and commercial uses within 0.13 miles of the Hollywood/Vine Metro Station, would provide street trees, storefronts and streetwall treatments which encourage walking, outdoor dining, and bicycle parking, thereby activating the streetscape to support an inviting and pedestrian-oriented environment. In addition, the

Project would reduce vehicle trips and vehicle miles traveled due to the Project's pedestrian-orientated design, bicycle access and infrastructure, and proximity to rail and bus transit, commercial uses, entertainment uses, amenities, and jobs. The Project design, mix of uses, and intensity will also contribute to the intended character of the Regional Center land use, while locating new residents and jobs within an established mixed-use area.

The Project as proposed would be consistent with the goals of the Redevelopment Plan by providing mixed income housing units in varying unit arrangements on a site well served by and in close proximity to transit.

### **Hollywood Redevelopment Plan Compliance**

#### *501 General Controls and Limitations*

The Project complies with the provisions of the redevelopment plan, as shown below. Pursuant to standard practice, the Project was also vetted by the Urban Design Studio, to verify consistency with Citywide Design Guidelines.

#### *502 Map*

The Project requests a Zone Change and Height District Change from C4-2D-SN to (T)(Q)C2-2D-SN, from R4-2D to (T)(Q)C2-2D, and from [Q]R3-1XL to (T)(Q)R3-2D. The zone change request for the Center Parcel from R4-2D to C2-2D would make the zone consistent with the land use. The Zone and Height District as proposed are consistent with and in substantial conformance with the intent and provisions of the General Plan as reflected in the adopted Community Plan. Pursuant to Section 502 of the Redevelopment Plan, and pending City Council approval, changes to the General Plan, Community Plan and any applicable Ordinances are automatically incorporated into the Redevelopment Plan. Therefore, the requested actions would be incorporated into the Plan, making the Project request and designation consistent with the Redevelopment Plan Map.

#### *503 Design Standards*

Section 503 of the Redevelopment Plan describes the purpose and intent of Designs for Development that may be adopted; however, as noted above, the only adopted design standards associated with the Redevelopment Plan pertains to the Hollywood Signage Supplemental Use District (HSSUD). There is no signage proposed as part of the Project, and any signage would be required to comply with the provisions of the HSSUD.

#### *504 Variance, Conditional Use, Building Permits, and Other Land Development Entitlements*

Section 504 of the Redevelopment Plan states that no zoning variance, conditional use permit, building permit, demolition permit or other land development entitlement shall be issued unless the application has been reviewed and determined to be in conformance with the Redevelopment Plan and any applicable design standards. As set forth in these findings, the Project is in conformance with the Redevelopment Plan, and as the Project is not seeking signage at this time, conformance with applicable design standards is not required.

#### *505 Residential Standards*

While the Project incorporates residential units, Section 505 of the Redevelopment Plan refers to sites designated for residential use. The Project Site is designated Regional Center Commercial, and the proposed zone change would take the R4 zoned property to C2, and under Modified Alternative 2 would not develop new structures on the R3 zoned portion of the

project site. Furthermore, Modified Alternative 2 would preserve the existing structures located on the R3 zoned lots, which would preserve the character and architectural style of the Vista Del Mar/Carlos Historic District.

### *506 Commercial Standards*

The Redevelopment Plan identifies specific uses which are necessary to support the residential population of Hollywood, as well as specific uses which are traditional or indicative of Hollywood. The uses identified by the Redevelopment Plan include essential neighborhood services which support residential areas as pharmacies and food markets, while traditional uses such as restaurants, theaters and bookstores. The Project includes uses which both support nearby residential neighborhoods and residential uses within the regional center ground floor commercial space, including proposed restaurant spaces. Additionally, Section 506 includes some definitions and designations which are consistent with the Community Plan, and LAMC, and were applied consistently to the Project.

#### *506.2 Regional Center Commercial*

The Redevelopment Plan indicates intensity and concentration of uses intended for the Regional Center designation in section 506.2. The Redevelopment Plan indicates that commercial and entertainment uses should be focused around areas served by transportation facilities, as well as indicating FAR limitations of 4.5:1, with up to 6:1 FAR with additional findings, conformity with the Redevelopment Plan, and conformity with the Community Plan. As shown below and in the consistency findings for the Redevelopment Plan, the Project is consistent with these requirements, and the Regional Center designation in the Redevelopment Plan.

##### *506.2.1 Hollywood Boulevard District*

The Hollywood Redevelopment Plan identifies special districts in the plan area, including the Hollywood Boulevard District, generally properties to the north and south of Hollywood Boulevard from Gower Street to La Brea Avenue, which the Project Site is located in. The District includes six goals:

- 1. Encourage preservation, restoration and appropriate reuse of historically or architecturally significant structures;*
- 2. Assure that new development is sympathetic to and complements the existing scale of development;*
- 3. Provide pedestrian oriented retail uses along the street level;*
- 4. Encourage entertainment, theater and tourist related uses;*
- 5. Provide adequate parking for new and existing uses; and*
- 6. Reinforce and enhance the existing pedestrian environment.*

The Project includes the restoration and rehabilitation of the two non-contributing structures in the Vista Del Mar/Carlos Historic District. The new development would be complementary to the varying heights, architectural styles, and general character of the area, including the mid-rise structures in the immediate vicinity. The Project also includes ground floor commercial space along both Yucca Street and Argyle Avenue, reinforcing and complementing the existing pedestrian environment, as well as providing a new 2,820 square foot open space park at the corner of Yucca Street and Vista Del Mar Avenue. The Project will provide code required parking based on the number of units when built.

### *506.2.3 Regional Center Commercial Density*

The Project Site is designated Regional Center Commercial by the Hollywood Community Plan; the intended focus of development in the Redevelopment Plan Area. The intent of the Plan is to focus development in areas designated Regional Center Commercial, served by adequate transportation facilities, with the goal of spurring economic development, high quality development, and support of entertainment uses. The Project Site is located 0.13 miles from the Hollywood/Vine Metro station, as well as within walking distance to multiple transit lines, including Metro bus lines, and LADOT bus lines. The Project would not alter historical development patterns in the area, and would retain and restore the two non-contributing structures in the Vista Del Mar/Carlos Historic district. Additionally, the Project would be consistent with the adjacent scale and building forms, complimenting the uses along Yucca Street and Argyle Avenue, as well as serving the residential components of the mixed-use developments in the vicinity of the Project Site. The nearest residential neighborhood, adjacent to the east of the Project site, would also be served by the commercial components of the Project. Therefore, the project demonstrates compliance with the provisions of the Redevelopment Plan for development in the Regional Center Commercial designation.

### *506.3 Residential Uses Within Commercial Areas*

Section 506.3 of the Redevelopment Plan permits and encourages new residential uses in the Regional Center Commercial designation. The Project Site is designated Regional Center Commercial, and is located in the Hollywood Boulevard District. The Project complies with the intent and regulations of the both the Hollywood Boulevard District and Regional Center designation in the Redevelopment Plan.

### *Section 510 New Construction*

Section 510 of the Redevelopment Plan requires all construction and development to conform to applicable State and City laws and regulations. The Project is required to conform to applicable regulations through the entitlement and permitting process. Therefore, the Project complies with Section 510 of the Redevelopment Plan.

### *Section 511 Preservation, Rehabilitation, and Retention of Properties*

Section 511 of the Redevelopment Plan requires the preservation, rehabilitation, and retention of historic properties. The Project Site includes the two previously identified non-contributing structures in the Vista Del Mar/Carlos Historic District, which is determined eligible for listing in the National Historic Register. The Project complies with Section 511 of the Redevelopment Plan as the Project will restore and rehabilitate the two structures, and while the unified development does include a request for FAR over 4.5:1, the Project is utilizing unused floor area attributed to the R3 zoned portions of the site across the remainder of the site where the only new construction would occur. This would ensure the protection of the two non-contributing structures. The new development would conform to the Redevelopment Plan as conditioned.

### *Section 513 Limitation on the Number of Buildings, Section 514 Limitation on the Number of Dwelling units*

Sections 513 and 514 of the Redevelopment Plan identify the number of buildings and dwelling units anticipated to be developed within the Redevelopment Project Area. As determined by the City as lead agency, the development of the Project is consistent with Citywide growth projections and is therefore consistent with these sections.

*Section 515 Limitation on Type, Size and Height of Buildings*

Section 515 of the Redevelopment Plan limits the type, size, and height of buildings as regulated by State and City law. The Project's request for a Zone Change and Height District Change would be aligned with the goals of the Redevelopment Plan and Community Plan to concentrate dense development in the Regional Center Area, as well as by allowing for a 10% FAR increase through the Density Bonus Incentive program which includes a requirement for affordable units be reserved for Very Low Income occupants in exchange for the FAR incentive. No Design for Development Standards have been adopted, however, the Project complies with the Citywide Design Guidelines.

*Section 516 Signs and Billboards*

Section 516 of the Redevelopment Plan addresses signs and billboards, as proposed, the Project does not include new signage, but would retain the existing legal billboards on site. Future proposed signage will be reviewed by the City for conformance with all applicable regulations including applicable design guidelines, such as the Hollywood Signage Supplemental Use District.

*Section 517 Utilities*

Section 517 of the Redevelopment Plan pertains to the undergrounding of utilities, and feasibility and compliance will be verified during the permitting process.

*Section 518 Circulation, Parking and Loading Facilities*

Section 518 of the Redevelopment Plan pertains to circulation, parking, and loading facilities. As determined by the City as lead agency, the Project complies with applicable City regulations regarding parking and loading facilities and will not result in any impacts to the circulation system.

*Section 519 Setbacks*

Section 519 of the Redevelopment Plan pertains to regulations regarding parking within setbacks, and setback landscaping. The Project does not propose parking to be located in any setback areas and will provide landscaping within its setbacks.

*Section 520 Incompatible Uses*

Section 520 of the Redevelopment Plan pertains to incompatible uses. The City as lead agency has determined that the Project will be compatible with the surrounding areas and buildings. The requested \ Zone Change and Height District Change would allow the proposed building form, size, uses, and design to be compatible with existing and adjacent proposed developments, as well as the intent of the Hollywood Community Plan.

**Entitlement Findings**

**3. Zone Change and Height District Change Findings**

- a. Pursuant to Section 12.32.C.7 of the Los Angeles Municipal Code, the recommended zone and height district change is deemed consistent with the General Plan and is in conformity with the public necessity, convenience, general welfare and good zoning practice.

The Zone Change and Height District Change from C4-2D-SN to (T)(Q)C2-2D-SN, from R4-2D to (T)(Q)C2-2D, and from [Q]R3-1XL to (T)(Q)R3-2D would allow for the development of a new mixed-use building that includes 269 dwelling units, of which 8 percent (17 units) of the Project Site's applicable base density would be set aside for Very Low Income Households, and 7,760 square feet of ground floor commercial/restaurant space. The three existing multi-family apartment buildings located along Yucca Avenue would be demolished and removed to allow for the redevelopment of the site, while the two existing one- and two-story single-family buildings (1765 and 1771 Vista Del Mar Avenue) would be retained. The Project consists of a mixed-use development, with up to 316,948 square feet of floor area, within a new 30-story tower, referred to herein as Building 1. The existing residence at 1771 Vista Del Mar Avenue would remain as a single-family use and the residence at 1765 Vista Del Mar Avenue, which currently contains three residential units, will be converted back to a single-family use. The Project would therefore result in a total of 271 units. Five levels of subterranean and above-ground automobile parking would be located within the podium structure of Building 1 and surface parking would be provided for the two single-family residences.

Public Necessity. The State of California, SCAG, and the City of Los Angeles have all identified a need for housing, especially affordable housing, in local and state plans, proclamations, and goals. The City has identified an acute need for a range of housing units at varied income levels. The proposed Zone and Height District Change would allow for a mixed-use, mixed-income project to be constructed on a site that is currently developed with commercial uses, in an area that is generally zoned for mixed-use development. The Project would provide 269 dwelling units within Building 1, of which 8 percent (17 units) of the Project Site's applicable base density would be set aside for Very Low Income Households, within walking distance to transit, commercial uses, amenities, entertainment uses, and a job center. Locating mixed-income housing within walking distance to high capacity transit, jobs, services, and amenities is a model of local and regional planning goals, as well as the intent of the Regional Center Land Use goals of the Framework Element, the General Plan, and the Hollywood Community Plan. The Project would contribute towards the City and region meeting its housing needs and achieving a better jobs housing balance.

The Project has been certified by the Governor's Office as ELDP, the requirements of which include net-zero GHG emissions, greater transportation efficiency compared to a typical project, LEED Silver Certification, and a requirement for 15% greater efficiency in trips than the comparable projects. Therefore, the Project's location, and pedestrian and bicycle orientation will promote alternative forms of travel, and support first-mile, last-mile solutions. Transit options in the vicinity of the Project would encourage residents, and visitors to use public transportation, bike, or walk, reducing air pollution and greenhouse gas emissions that would otherwise be caused by vehicle trips. As conditioned Mitigation Measure MM-TRAF-1 requires implementation of a TDM program to reduce vehicle trips. The combined effect of the various strategies implemented as part of the TDM program will result in a reduction in the Project's vehicle trip generation and VMT by offering services, actions, specific facilities, aimed at encouraging the use of alternative transportation modes. Therefore, the Project would promote a healthy built environment, encourage healthy living and working conditions, reduce air pollution, and promote land use policies that reduce per capita greenhouse gas emissions. Additionally, ELDP requires an investment of \$100 Million in the California economy over ten years, supporting workers with a prevailing wage requirement for construction workers as well.

Convenience. The Zone and Height District Change would allow for a mixed-use, mixed-income project to be constructed on a site that is currently developed with commercial uses, in an area that is generally zoned for mixed-use development. The Project would

provide 269 dwelling units, of which 8 percent (17 units) of the Project Site's applicable base density would be set aside for Very Low Income Households, within walking distance to transit, commercial uses, amenities, entertainment uses, and a job center. Locating mixed-income housing within walking distance to high capacity transit, jobs, services, and amenities is a model of local and regional planning goals, as well as the intent of the Regional Center Land Use goals of the Framework Element, the General Plan, and the Hollywood Community Plan.

The Project's amenities and location will offer residents alternative mobility options aiding the City in meeting its goal to reduce air pollution. As mentioned previously, the Project would improve the streetscape surrounding the Project Site with improved sidewalks, street lighting, street trees, short-term bicycle parking, and landscaping. The project will also activate the street for pedestrians with a small park located at the northeast corner of the project site, which contains outdoor seating and landscaping. The building's orientation also contributes to a walkable environment as the entrances to the commercial uses are located directly on Yucca Street and at the corner of Argyle Avenue and Yucca Street, while the residential entrance is located on Yucca Street. There is only one driveway, which is located on Argyle Avenue. In general, the site design creates an active pedestrian environment by supporting a variety of activities, and buildings are oriented to and easily accessible from adjacent public streets and open spaces. The Project's location would allow future residents to benefit from the concentration of commercial, services, entertainment, and jobs within walking distance to the site.

General Welfare. Approval of the Zone and Height District Change would allow the development of a mixed-use project consisting of residential and commercial uses. The current land use designation for the site is Regional Center Commercial, with corresponding zones of C2, C4, P, PB, RAS3 and RAS4. The Project would provide additional housing units, commercial space, and temporary construction jobs, expanding the economic base of the City and region. As part of the ELDP certification for the Project, construction workers must be paid prevailing wages, a total investment of \$100,000,000 must be made to the California economy over ten years, the Project must attain LEED Silver certification, as well as be net-zero in its GHG emissions. The provision of housing within a Regional Center, with 17 affordable units and 252 are new RSO units, in addition to ELDP components of the Project supports the general welfare of the surrounding area and the City.

The Project would include 269 dwelling units within Building 1, of which 8 percent (17 units) of the Project Site's applicable base density would be set aside for Very Low Income Households, and neighborhood serving commercial uses within 0.13 miles to the Hollywood/Vine Metro Station. The additional residential units and commercial uses within close proximity to a Metro station would promote the use of alternative modes of travel, both for residents and visitors to the site. By permitting the residential density and amenities on site, the Project would support the City's goal of providing housing for all economic segments.

As conditioned Mitigation Measure MM-TRAF-1 requires implementation of a TDM program to reduce vehicle trips. The combined effect of the various strategies implemented as part of the TDM program will result in a reduction in the Project's vehicle trip generation and VMT by offering services, actions, and specific facilities aimed at encouraging the use of alternative transportation modes. As shown in the Final EIR, with implementation of Mitigation Measure MM TRAF-1, the Project meets the threshold criteria of being 15% less than the existing average household VMT per capita for the Central APC area.



Furthermore, as conditioned Project Design Feature PDF-GHG-1 requires that the Project will provide or obtain GHG emission offsets as required in the Project's Environmental Leadership Development Project certification and related documentation. The Project is consistent with the State's SB 375 plans and greenhouse gas emission (GHG) targets, the City's Green Building Code, and the City's Green New Deal (Sustainable City pLAN 2019). The Project incorporates sustainable and green building design and construction to promote resource conservation, including net-zero carbon and GHG emissions, electric-vehicle charging and water conservation measures in excess of Code requirements, achieving fifteen percent greater transportation efficiency, and incorporating sustainability measures to achieve Leadership in Energy and Environmental Design (LEED) Silver certification.

Good Zoning Practices. The Project entitlements include a Zone Change and Height District Change from C4-2D-SN to (T)(Q)C2-2D-SN, from R4-2D to (T)(Q)C2-2D, and from [Q]R3-1XL to (T)(Q)R3-2D. The zone change request for the Center Parcel from R4-2D to C2-2D would make the zone consistent with the land use, as the R4 is not a corresponding zone in the Regional Center land use category. The Zone and Height District as proposed are consistent with and in substantial conformance with the intent and provisions of the General Plan as reflected in the adopted Community Plan.

The West Parcel is zoned C4-2D-SN, which allows for commercial and residential uses, consistent with the R5 zone. The Height District 2 allows unlimited building height with a maximum FAR of 6:1. The Center Parcel is zoned R4-2D, which is not a corresponding zone in the Regional Center Commercial General Plan land use designation. For both the West and Center Parcels, the "D" indicates a Development Limitation, which provides a project shall not exceed a 2:1 FAR, unless it is found to comply with the Hollywood Redevelopment Plan, and is approved by the City Planning Commission, or the City Council on appeal. The East Parcel is zoned [Q] R3-1XL. The R3 zone permits a density of 800 square feet of lot area per dwelling unit. Height District 1XL limits building height to 30 feet with a maximum FAR of 3:1. The Q condition limits residential density to a maximum of one dwelling unit for each 1,200 square feet of lot area.

The Zone and Height District as proposed are consistent with and in substantial conformance with the intent and provisions of the General Plan as reflected in the adopted Community Plan.

North of the Project Site, across Yucca Street properties are zoned C4-2-SN, C4-2D-SN, and [Q]R3-1XL, and are developed with the 16-story, 225-room Kimpton Everly Hotel, and three-story residential lofts. To the north of those properties is the Hollywood Freeway. Across Vista Del Mar Avenue to the east properties are zoned [Q]R3-1XL and are developed with one- and two-story single-family residences and duplexes. South of the Project Site properties are zoned [T][Q] C4-2D-SN and R4-2D, and consist of vacant land (former Little Country Church of Hollywood), six-story mixed-use buildings, and one- and two-story single-family residences and duplexes abutting the site (along Vista Del Mar Avenue). To the west across Argyle Avenue, property is zoned C4-2D-SN and is developed with the 16-story, 85-unit Argyle House Project, the Capitol Records building, the Pantages Theater, and other commercial uses.

The Zone Change and Height District Change would result in a project which is consistent with the uses and intent of the Regional Center, as well as a project at a similar density, height, and scale to the surrounding development. The requested entitlements allow for the orderly arrangement of buildings on the site, flexibility in ownership and operation of the proposed commercial establishments, and allows for increased density, height, and floor area for the construction of the Project, which meets the goals of the General Plan

and Hollywood Community Plan by providing mixed-use, mixed-income project, providing new housing units, commercial space, and preserving the two non-contributing structures located on Vista Del Mar Avenue. As proposed, the Project provides amenities that would improve the quality of life for existing and future residents as well as the surrounding community, including amenities for residents of the Project as well as a new 2,820 square foot public park on the corner of Yucca Street and Vista Del Mar Avenue.

The Project would result in the creation of new housing and commercial uses within 0.13 miles of the Hollywood/Vine Metro Station, provide street trees, storefronts and a streetwall which encourages walking, outdoor dining, and bicycle parking, thereby activating the street with a pedestrian-oriented environment. In addition, the Project would reduce vehicle trips and vehicle miles traveled due to the Project's pedestrian-orientated design, bicycle access and infrastructure, and proximity to rail and bus transit, commercial uses, entertainment uses, amenities, and jobs. The Project design, mix of uses, and intensity will also contribute to the intended character of the Regional Center land use, while locating new residents and jobs within an established mixed-use area.

The LEED certification and EV parking Project features 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. In addition, the project's certification as an ELDP Project will ensure that the project is energy efficient and promotes alternative modes of travel such as public transit and active transportation to support California's greenhouse gas emission reduction targets. As such, the Project provides service amenities to improve habitability for future residents of the Project and to minimize impacts on neighboring properties.

Therefore, based on the above, the recommended zone and height district change is deemed consistent with the General Plan and is in conformity with the public necessity, convenience, general welfare and good zoning practice.

Per LAMC Section 12.32 G.1 and 2, the current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval imposed herein for the Proposed Project. The "T" Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public's needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The "Q" conditions that limit the scale and scope of future development on the Site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action. "D" Limitations have also been imposed which limits the total floor area over the Project Site to not exceed a 6.6:1 floor area ratio (FAR), or a total of 316,948 square feet, and limits the height to 348 feet for properties along Yucca Street.

#### Density Bonus/Affordable Housing Incentives Compliance Findings

As permitted by LAMC Section 12.22 A.25 the applicant is requesting one incentive that will facilitate the provision of affordable housing at the site: a 10 percent increase in the allowable Floor Area Ratio (FAR). Pursuant to LAMC Section 12.22 A.25 (e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

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

As shown in Exhibit A, Site Plans, the podium would use a screening design consisting of multiple different elements that are either recessed or protrude from the façade, with a change of material alternating between unfinished concrete, glass, and metal ventilation screens, while allowing for airflow through the podium levels. At the ground floor level, the commercial and residential entrances are oriented to the sidewalk, with aluminum framing around floor-to-ceiling glass commercial storefront glazing. The podium is designed with a pedestrian scale as the mass is broken down into smaller elements, which softens the façade of the building and create a warm and inviting experience for visitors and residents. The podium levels are further enhanced with an alternating rhythm of trapezoidal glass shapes that employ the same green colored glass that is used for the inset accents on the tower façade, as well as vertical green screens along the eastern façade where the new public open space amenity will be located.

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

As shown in Exhibit A, Site Plans, the building is primarily oriented to Yucca Street with the pedestrian entrance and two commercial spaces. However, it also features a ground floor restaurant at the corner of Yucca Street and Argyle Avenue which will also feature outdoor seating. The project's design primarily uses glass for its facade to allow for natural lighting into the building. The project would also include private balconies for its residents along all four sides of the building. Overall, the project will provide well-designed and articulate pedestrian entrances.

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

The proposed project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument.

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

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

**4. Pursuant to Section 12.22 A.25(c) of the LAMC and Government Code Section 65915(d), the Director shall approve a density bonus and requested incentive(s) unless the director finds that:**

- a) **The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units. The waiver or reduction of development standards will not have the effect of physically precluding the construction of a development at the densities or with the concessions or incentives permitted.**

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested on-menu incentive is not necessary 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 the set-aside of 8 percent (17 units) of its 212 base units for Very Low Income households, the applicant is entitled to one incentive under both the Government Code and LAMC. The project will utilize one on-menu incentive to increase the floor area ratio of the Project Site. The requested incentive would provide cost reductions that provide for affordable housing costs because the incentive by its nature increases the scale of the project, which facilitates the creation of more affordable housing units and rentable space.

*Increase in FAR:* The applicant has requested an On-Menu Incentive to allow a 10 percent increase in FAR from 6:1 to approximately 6.6:1 as permitted under LAMC Section 12.22 A.25(f). LAMC Section 12.22 A.25 (f)(5) sets forth an on-menu incentive for “[a] percentage increase in the allowable Floor Area Ratio equal to the percentage of Density Bonus for which the Housing Development Project is eligible, not to exceed 35%...” In exchange for providing 8 percent of base units as VLI units, the Project is entitled to a 27.5 percent density bonus. In accordance with the density bonus, the project is entitled to an increase in FAR of up to 27.5 percent. Notwithstanding, the Applicant requests a 10 percent increase in permitted FAR, resulting in a maximum FAR of 6.6:1.

The increase in permitted floor area of the project will allow the Project a larger building envelope so that the proposed residential units are of sufficient size, configuration, and quality, and will result in building design and construction efficiencies that facilitate affordable housing costs. Compliance with the requirements of Height District 2 limiting the FAR to 6:1 would require the removal of a significant amount of floor area that could otherwise be dedicated to the number, configuration and livability of affordable housing units; and would similarly reduce the building footprint within which the Project could be built, the arrangement of amenities provided for the residential units proposed, and configuration of amenities that will be accessible to all of the residents within the affordable housing development. The increase in overall space that is dedicated to residential uses facilitates the creation of more residential units and enables the applicant to reserve more residential units for lower income levels. Therefore, the incentive supports the applicant’s decision to set aside 17 dwelling units for Very Low Income Households. In addition, this request is included in the list of On-Menu Incentives in the LAMC, which were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Department of City Planning will always arrive at the conclusion that the density bonus On-Menu Incentives provide actual and identifiable cost reductions that provide for affordable housing costs because the incentives, by their nature, increase the building envelope so that the additional units can be constructed and the overall space dedicated to residential uses is increased.

- b) The Incentive will have 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 is 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.**

As required by Section 12.22 A.25(e)(2), the Project meets the eligibility criterion that is required for projects requesting on-menu incentives in that the Project: i) provides facade articulation through the use of varying materials and architectural differentiation between the ground floor and upper stories of the building; ii) provides street orientation by including active street frontages with pedestrian features; iii) does not involve a contributing structure in a designated Historic Preservation Overlay Zone, or a structure listed on the National Register of Historic Places; and iv) is not located on a substandard street in a Hillside Area or Very High Fire Hazard Severity Zone, as recorded in the City's Zoning Information and Map Access System.

There is no evidence in the record that the proposed density bonus incentive(s) 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 findings to deny an incentive under Density Bonus Law are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. There is no substantial evidence that the incentive for the Project will have a specific adverse impact on the physical environment, or on public health and safety, or on any property listed in the California Register of Historical Resources. Based on all of the above, there is no basis to deny the requested incentive.

Master Conditional Use (On-Site Alcohol Sales) and Conditional Use (Live Entertainment/Dancing) Findings

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

The Project consists of a mixed-use development, with up to 316,948 square feet of floor area, within a new 30-story mixed-use building that includes 269 dwelling units, of which 8 percent (17 units) of the Project Site's applicable base density would be set aside for Very Low Income Households, and 7,760 square feet of ground floor commercial/restaurant space. In addition, two existing residential structures on Vista Del Mar Avenue will be retained. The Master Conditional Use Permit would allow for the sale and dispensing of alcohol for on-site consumption and a Condition Use Permit would allow for live entertainment and dancing at three establishments within the commercial uses of the project site. One establishment will be located on the ground floor at the corner of Argyle Avenue and Yucca Street and two other establishments will be located on the second floor along the north side of the project fronting Yucca Street.

The surrounding built environment is substantially developed and urban in character. The project site is located within a part of the active regional center of Hollywood, which has a mix of commercial, studio/production, office, entertainment, and residential uses and is served by a network of regional transportation facilities. The Project Site is bounded by Yucca Street, the 16-story Kimpton Everly Hotel and 3-story residential lofts to the north; North Vista Del

Mar Avenue and 1- and 2-story single-family residences and duplexes to the east; vacant land (former Little Country Church of Hollywood) and 1- and 2-story single-family residences and duplexes followed by a 5-story mixed-use residential and commercial development to the south; and Argyle Avenue and commercial and residential uses to the west, including the 18-story Argyle House Project (multi-family residential and commercial uses) at the southwest corner of Yucca Street and Argyle Avenue.

The General Plan Framework Land Use Chapter designates part of the project site as a Regional Center and as such is a focal point of regional commerce, identity, and activity. Hollywood Community Plan designates the West Parcel and Center Parcel of the project site as Regional Center Commercial and the East Parcels as Multiple Family Medium Residential. The lots designated Medium Residential are located to the east adjacent to the proposed 30-story mixed-use building and will contain single-family dwellings with no commercial uses. The Regional Center Commercial designation is typical of other commercially zoned properties along Argyle Avenue, Vine Street, Hollywood Boulevard, and Sunset Boulevard, which contain numerous establishments with on-site alcohol sales, live entertainment, and dancing. The Project's restaurants, which will allow for live entertainment and dancing, will complement the existing commercial, retail, residential, and entertainment uses in the area and will support the growing demand for commercial restaurants in the vicinity.

The availability of alcoholic beverages for on-site consumption, live entertainment, and dancing within the proposed mixed-used development's commercial areas will improve the viability and desirability of the business and serve as an amenity to residents. The proposed restaurant uses are a desirable amenity that is typical of many mixed-use developments and would provide a beneficial service to the immediate community as well as to patrons of the commercial establishments. As such, the project will enhance the built environment in the surrounding neighborhood and will perform a function and provide a service that is beneficial to the surrounding community.

**6. 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 subject property is located in the Hollywood Community Plan area and is bounded by Yucca Street, the Kimpton Everly Hotel, and three-story residential lofts to the north; North Vista Del Mar Avenue and one- and two-story single-family residences and duplexes to the east; vacant land (former Little Country Church of Hollywood) and one- and two-story single-family residences and duplexes followed by a five-story mixed-use residential and commercial development to the south; and Argyle Avenue and commercial and residential uses to the west, including the 18-story Argyle House Project (multi-family residential and commercial uses) at the southwest corner of Yucca Street and Argyle Avenue. As previously described, the surrounding built environment is substantially developed and urban in character. The project site is located within a part of the active Regional Center designation of Hollywood, which has a mix of commercial, studio/production, office, entertainment, and residential uses and is served by a network of regional transportation facilities. The project site is located within close proximity to Vine Street, Hollywood Boulevard, and Sunset Boulevard which contain an intensity of commercial establishments and dense development.

One establishment will be located on the ground floor at the corner of Argyle Avenue and Yucca Street and two other establishments will be located on the second floor along the north side of the project fronting Yucca Street, and are within close proximity to other commercial uses. The uses would continue to add to the multiple commercial establishments in the area as well as support the residential uses in close proximity to the site. The proposed hours of operation are from 7 A.M to 12 A.M. daily. The proposed hours of operation are typical of

establishments of this type and are reasonable to expect in a mixed-use development in an area designated for Regional Commercial uses. The establishments will have trained staff and security. Alcohol sales, live entertainment, and dancing would be compatible with and continue to add to the diversification of commercial activities, which further supports the growing residential population in the Hollywood visitors and visitors to the neighborhood.

No evidence was presented at the hearing or in writing that the alcohol-sales, live entertainment, and dancing will be materially detrimental to the immediate neighborhood. The operation of these establishments would not be detrimental to nearby schools, churches, recreation areas, or residential dwelling units, since the establishments will be carefully controlled and monitored. Other commercial uses in the area provide similar functions.

All establishments serving alcohol will be carefully controlled and monitored through the imposition conditions related to site maintenance, loitering, specialized training programs for employees, and consultation with LAPD. As a condition of this grant, each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site or off-site consumption as a part of this Master Conditional Use must apply for a Plan Approval. The Plan Approval process will allow the Department of City Planning to tailor conditions to each individual Applicant and establishment, and create measures which will minimize any impact that might be generated by each individual establishment seeking to sell alcoholic beverage. The project has also been designed in a manner to enhance the public realm and improve the aesthetics and safety of the surrounding area.

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.

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

The Land Use Element of the City's General Plan divides the city into 35 Community Plans. The subject property is located within the Hollywood Community Plan and is comprised of seven lots, commonly referred to herein as the West Parcel, Center Parcel, and East Parcel. The Community Plan designates the West Parcel and Center Parcel for Regional Center Commercial land use and the East Parcel for Multiple Family Medium Residential land use. According to the Community Plan, corresponding zones for the Regional Center Commercial designation include C2, C4, P, PB, RAS3 and RAS4. The corresponding zoning designation for Medium Residential is R3.

North of the Project Site, across Yucca Street properties are zoned C4-2-SN, C4-2D-SN, and [Q]R3-1XL, and are developed with the 16-story, 225-room Kimpton Everly Hotel, and three-story residential lofts. To the north of those properties is the Hollywood Freeway. Across Vista Del Mar Avenue to the east properties are zoned [Q]R3-1XL and are developed with one- and two-story single-family residences and duplexes. South of the Project Site properties are zoned [T][Q] C4-2D-SN and R4-2D, and consist of vacant land (former Little Country Church of Hollywood), six-story mixed-use buildings, and one- and two-story single-family residences and duplexes abutting the site (along Vista Del Mar Avenue). To the west across Argyle Avenue, property is zoned C4-2D-SN and is developed with the 16-story, 85-unit Argyle House Project, the Capitol Records building, the Pantages Theater, and other commercial uses.

The Project would be consistent with applicable objectives and policies of the General Plan Framework Element Land Use Chapter to provide a diversity of uses in accordance with the Regional Center Designation (Objective 3.1). The Project would concentrate mixed-use

development along a corridor within 0.13 miles of the Hollywood/Vine Metro B-Line (Red Line), other public transit, and within walking distance of a broad range of uses so as to reduce vehicle trips (Objective 3.2). The Project would provide a broad range of uses within a Regional Center (Objective 3.10). Setbacks consistent with the approved zoning of the project site would be maintained for consistency with the surrounding area. In accordance with Objective 3.16, the Project would enhance pedestrian activity by providing streetscape amenities including potential areas for outdoor seating, parkway planters, bicycle parking, and ground level restaurant uses along Yucca Street and Argyle Avenue.

With respect to the Hollywood Community Plan, the Project would be consistent with the objectives of furthering the development of Hollywood as a major center of population, employment, and retail services. The Project would be consistent with the Plan's objectives related to developing additional commercial uses in appropriate locations; providing adequate public services, utilities, and open space to meet anticipated demands; coordinating land use with transportation planning; and preserving open space and views.

The Community Plan does not contain policies that specifically address requests for the sale of alcoholic beverages or live entertainment and dancing; however, the sale of alcohol and live entertainment and dancing is inherent in the operation of similar commercial uses within the vicinity of the Site. The project's request for the on-site sale of a full line alcoholic beverages and live entertainment and dancing is consistent with the commercial land use designation of the Community Plan, including:

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

The proposed project is consistent and compatible with the various objectives and policies of the Hollywood Community Plan, as it would support the neighborhood with restaurant services beneficial for area residents, workers, and visitors, and activate the streets with more pedestrians from its ground-floor and second-story commercial uses while bringing improvements to the surrounding district. The commercial uses will create an active environment for residents by increasing the walkability of the streets. The project's commercial uses will directly front Argyle Avenue and Yucca Street, and will activate the streets with pedestrian activity, creating an environment that would be safe, clean, attractive and lively.

The request to serve alcoholic beverages and feature live entertainment and dancing at the proposed establishments will be consistent with the objectives and policies of the General Plan and Hollywood Community Plan through the creation of a mix of commercial and residential uses that will attract a variety of users, promoting the area as a key economic community center. Further, alcohol service incidental to food sales is a common amenity in many sit-down restaurants in the neighborhood and live entertainment and dancing will contribute to the nightlife activity in the area. As mentioned, due to the project's close proximity to other commercial uses in Hollywood, the project's commercial uses would complement the other mixed-uses in the area and provide additional commercial options for visitors and residents within a walkable distance.

Therefore, the project substantially conforms to the purpose, intent and provisions of the General Plan and Hollywood Community Plan.

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

The approval of the conditional use will not adversely affect the welfare of the community. The project site is located within a part of the active Regional Center of Hollywood, which has a



mix of commercial, studio/production, office, entertainment, and residential uses and is served by a network of regional transportation facilities. Hollywood is considered a major entertainment destination in the region and it is not uncommon to have restaurants with alcohol sales which serves a supportive function to the urban nightlife. Additionally, the surrounding neighborhood contains similar mixed-use buildings that provide commercial uses which serve alcohol on-site, therefore the introduction of another such establishment would not create an adverse or unique condition. The Project's new establishments will help to enhance the availability of dining and entertainment options to residents on-site as well as those in the neighborhood.

In addition, conditions have been imposed to ensure that the use is integrated into the community as well as to protect community members from adverse potential impacts. Other conditions related to litter, graffiti, loitering, and a requirement to consult with LAPD before attaining a license will safeguard the residential community. Employees must also undergo STAR (Standardized Training for Alcohol Retailers) training, provided by the Los Angeles Police Department. Both the Conditions of Approval and the requirements of the State Alcoholic Beverage Control agency are intended to protect the public health, welfare and safety of the community. Furthermore, as part of the Plan Approval process, each individual venue will have additional conditions imposed and tailored towards the specific use. Such impositions of conditions will make the use a more compatible and accountable neighbor to the surrounding uses, as conditions are intended to integrate the use into the community as well as protect community members from potential adverse impacts associated with alcohol sales. Therefore, the proposed alcohol sales will not be materially detrimental to the character of the development in the neighborhood.

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

According to the State of California Department of Alcoholic Beverage Control (ABC) licensing criteria, three (3) on-sale and one (1) off-sale license are allocated to subject Census Tract No. 1910.00. There are currently 63 total licenses in this Census Tract (57 on-site and 6 off-site). Of the 57 establishments with on-site licenses, 11 have Type 41 License for the on-sale of beer and wine for bona fide public eating place, 21 have a Type 47 License for the on-sale general for bona-fide public eating places, four (4) have a Type 48 License for the on-sale of beer, wine, and distilled spirits for consumption at a bar and night club, zero (0) has a Type 57 License for the on-sale consumption of beer, wine, and distilled spirits at organizations that are not qualified for club licenses, 11 have a Type 58 License for caterers to provide alcohol beverages off-site, two (2) have a Type 66 License for hotels and motels to allow for the sale of packaged distilled spirits in guestrooms, four (4) have a Type 68 License for the sale and service of beer, wine, and distilled spirits from portable bars, and four (4) have a Type 77 License allows certain licensees to sell beer, wine and distilled spirits for consumption on property adjacent to the licensed premises that is owned or under the control of the licensee for events. Of the six (6) establishments with off-site licenses, one (1) establishment has a Type 20 License for the off-sale of beer and wine and the other three (5) establishments have a Type 21 License for the off-sale of general.

According to statistics provided by the Los Angeles Police Department, within Crime Reporting District No. 637, which has jurisdiction over the subject property, a total of 322 crimes and arrests were reported in 2019 (150 Part I Crimes and 172 Part II Arrests), compared to the citywide total average of 173 offenses for the same reporting period. Of the 322 total crimes and arrests reported for the census tract, twenty-one (21) arrests were made for narcotic drug laws, five (5) arrests was made for liquor laws, three (3) arrests were made for being under the influence of alcohol, no arrests were made for disturbing the peace, six (6) arrests were made for disorderly conduct, and thirteen (13) arrests were made for driving under the influence, reported by LAPD. Based on the above figures, approximately 12 percent (12) of the total (172) arrests were related to alcohol offenses.

Undue concentration can occur when the addition of a license will negatively impact a neighborhood. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. The number of active licenses for both on-site and off-site sales within the census tract is above the number allocated by ABC guidelines. The site is also located in a district where the crime rate is moderately higher than the citywide average. The statistics cover an entire district and no evidence was submitted establishing any link between the subject site and the area's crime rate, and no complaints were submitted for the record concerning any criminal or nuisance activity associated with the subject site. The incorporation of conditions relative to the operation of the establishment will address and minimize any possible adverse impact on the welfare of the surrounding area. Negative impacts commonly associated with the sale of alcoholic beverages, such as criminal activity, public drunkenness, and loitering are mitigated by the imposition of conditions requiring surveillance, responsible management and deterrents against loitering as required by this grant and the subsequent master plan approvals. The sale and dispensing of a full line of alcoholic beverages will be incidental to restaurant use, serving building residents and their guests, as well as the surrounding neighborhood and is not anticipated to adversely affect crime rates, given the nature of the use and number of establishments.

In these active commercial areas where there is a demand for licenses beyond the allocated number, the approval of the license for the project area will benefit the public welfare and serves as a convenience, due to the increase in the residential population base in the area from the project. The project involves the granting of an application to sell and dispense alcoholic beverages in conjunction with a new mixed-use development will not adversely affect community welfare restaurants spaces are a desirable use within a mixed-use building in an area designated for such uses. The ability to serve alcohol on-site will provide a beneficial service to the residents and visitors in the Hollywood area. The new mixed-use development will provide a convenience to residents, workers, and visitors to the Hollywood area and as conditioned, will not negatively impact the area. The ABC has discretion to approve an application if there is evidence that normal operations will not be contrary to public welfare and will not interfere with the quiet enjoyment of property by residents.

Therefore, the granting of the application will not result in an undue concentration of alcohol-serving establishments.

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

The project site is bounded by Yucca Street, the Kimpton Everly Hotel, and three-story residential lofts to the north; North Vista Del Mar Avenue and one- and two-story single-family

residences and duplexes to the east; vacant land (former Little Country Church of Hollywood) and one- and two-story single-family residences and duplexes followed by a five-story mixed-use residential and commercial development to the south; and Argyle Avenue and commercial and residential uses to the west, including the 18-story Argyle House Project (multi-family residential and commercial uses) at the southwest corner of Yucca Street and Argyle Avenue. The project site vicinity is highly urbanized and generally built-out and is part of the Regional Center of Hollywood containing a mix of commercial, studio/production, office, entertainment, and residential uses. The Project Site is located in an area identified by the City as a Transit Priority Area and is served by a network of regional transportation facilities.

The mixed-use project would concentrate the commercial and alcohol-sale components of the project on the north and northwest portions of the site, adjacent to Argyle Avenue and Yucca Street. Following are surrounding sensitive uses within a 1,000-foot radius of the site:

- Residentially zoned area directly to the north and east of the site.
- St. Stephen's Episcopal Church
- First Presbyterian Church of Hollywood
- Selma Avenue Pocket Park

Consideration has been given to the distance of the subject establishment from the above-referenced sensitive uses. The project will provide adequate security measures to discourage loitering, theft, vandalism and other nuisances as imposed through the project condition. All sales employees will receive 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.

Furthermore, the proposed use will not detrimentally affect nearby residential properties and other sensitive uses. The surrounding area is an urban environment that contains similar mixed-use buildings with residents in close proximity to restaurants and other establishments that serve alcohol. While the sale of alcoholic beverages is important to the restaurants that will be located within the Project, it will be incidental to primary operations and, as such, no detrimental effects should be expected from the proposed project. Potential effects of excessive noise or disruptive behavior is addressed by the imposition of Conditions of Approval, including but not limited to restrictions on loitering, sales or consumption off of the premises, after hour events and a requirement for employee training related to alcohol sales. Conditions related to noise reduction typically include restrictions on amplified sound, restrictions on loitering, hours of operations restrictions, and alcohol sale restrictions which limit the sale of alcohol to an ancillary part of the restaurant, retail, or grocery use in lieu of uses such as pool halls or lounges. The Project is consistent with the requested zoning for the site, and in keeping with the existing uses adjacent to the development. The surrounding area is primarily zoned C4, with a General Plan land use designation of Regional Center Commercial. Surrounding developments to the north, west, and south are generally improved with mixed-use developments, with ground floor commercial uses. The proposed neighborhood serving commercial uses on-site would contribute to the neighborhood and serve the residents, local employees, and visitors. Therefore, as conditioned, the Project would protect the health, safety and welfare of the surrounding neighbors, and will not detrimentally affect residentially zoned properties or any other sensitive uses in the area.

#### Site Plan Review Findings

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

**Framework Element.** The General Plan Framework sets forth a citywide comprehensive long-range growth strategy and defines citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element designates the subject property as a Regional Center, which are described as focal points for regional commerce, identity, and activity with higher density developments whose form is differentiated from the lower-density neighborhoods of the city. Regional Centers fall under the range of 1.5:1 to 6:1 FAR and are characterized by buildings ranging from six-to 20-story buildings or higher. Their densities and functions support the development of a comprehensive and interconnected network of public transit and services. The Project allows for the orderly arrangement of buildings on the site, flexibility in ownership and operation of the proposed commercial establishments, and allows for density height, and floor area arrangement which meets the goals of the General Plan and Hollywood Community Plan by providing mixed-use, mixed-income project, which provides new housing units, commercial space, in addition to preserving the two non-contributing structures located on Vista Del Mar Avenue..

The Project Site is improved with one single-family residence, one duplex with a detached garage, and three, two-story apartment buildings with associated carports and paved surface parking areas. Under the proposed Modified Alternative 2, the three multi-family apartment buildings located along Yucca Avenue would be demolished and removed to allow for the redevelopment of the site, while the two existing one- and two-story single-family buildings (1765 and 1771 Vista Del Mar Avenue) would be retained. Modified Alternative 2 consists of a mixed-use development, with up to 316,948 square feet of floor area, within a new 30-story tower, referred to herein as Building 1. The proposed Building 1 would include up to 269 multi-family residential units (17 of which would be set aside for Very Low Income households) and approximately 7,760 square feet of commercial/restaurant uses. The existing residence at 1771 Vista Del Mar Avenue would remain as a single-family use and the residence at 1765 Vista Del Mar Avenue, which currently contains three residential units, will be converted back to a single-family use. Five levels of subterranean and above-ground automobile parking would be located within the podium structure of Building 1 and surface parking would be provided for the two single-family residences.

The Project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development of residential and commercial uses in accordance with the applicable policies of the Hollywood Community Plan. Specifically, the Project would comply with the Regional Center based on the following goals, objective and policies, as set forth in the General Plan Framework Land Use Chapter:

**Goal 3A:** *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*

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

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

**Policy 3.2.2** *Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.*

**Policy 3.2.3:** *Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

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

**Goal 3M:** *A City where significant historic and architectural districts are valued.*

**Objective 3.17:** *Maintain significant historic and architectural districts while allowing for the development of economically viable uses.*

The Project Site is improved with one single-family residence, one duplex with a detached garage, and three, two-story apartment buildings with associated carports and paved surface parking areas. Under the proposed Modified Alternative 2, the three multi-family apartment buildings located along Yucca Avenue would be demolished and removed to allow for the redevelopment of the site, while the two existing one- and two-story single-family buildings (1765 and 1771 Vista Del Mar Avenue) would be retained. Modified Alternative 2 consists of a mixed-use development, with up to 316,948 square feet of floor area, within a new 30-story tower, referred to herein as Building 1. The proposed Building 1 would include up to 269 multi-family residential units (17 of which would be set aside for Very Low Income households) and approximately 7,760 square feet of commercial/restaurant uses. The existing residence at 1771 Vista Del Mar Avenue would remain as a single-family use and the residence at 1765 Vista Del Mar Avenue, which currently contains three residential units, will be converted back to a single-family use. Five levels of subterranean and above-ground automobile parking would be located within the podium structure of Building 1 and surface parking would be provided for the two single-family residences.

The Project provides a high-rise, mixed-use development which includes a total of 271 residential units, active commercial uses, a small park with outdoor seating and public art, and various streetscape improvements on an infill site within the Hollywood area. The proposed project would enhance the built environment through the unified development of the site and would include essential and beneficial uses through the balance of residential and commercial components, within the transit-rich area of Hollywood. The project would benefit the community by providing more housing options for the increasing population of Hollywood workers and provide employment opportunities for the area residents, which support the City's goals for housing and economic development. The preservation and rehabilitation of the two non-contributing single-family structures in the Vista Del Mar/Carlos Historic District would help to preserve neighborhood character, and the provision of a small park at the corner of Yucca Street and Vista Del Mar Avenue would serve as a gateway amenity to the district.

The Project would reduce vehicle trips and vehicle miles traveled due to the Project's pedestrian-orientated design, bicycle access and infrastructure, and proximity to rail and bus

transit, commercial uses, entertainment uses, amenities, and jobs. The Project design, mix of uses, and intensity will also contribute to the intended character of the Regional Center land use, while locating new residents and jobs within an established mixed-use area. The Project will contribute to the appropriate distribution of land as described by the Land Use Chapter due to its location in a Regional Center well served by transit, proposed mix of uses consistent with the goals of the Regional Center, proposed neighborhood-serving commercial space, proposed housing for various income levels and household sizes, and retention of the two non-contributing single-family structures in the Vista Del Mar/Carlos Historic District.

**Housing Element.** The project also meets the policies set forth regarding housing in the land use chapter of the Framework Element and the Housing Element.

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

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

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

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

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

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

**Goal 2:** *A City in which housing helps to create safe, livable and sustainable neighborhoods.*

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

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

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

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

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

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

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

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

Under Modified Alternative 2, the three multi-family apartment buildings located along Yucca Avenue would be demolished and removed to allow for the redevelopment of the site, while the two existing one- and two-story single-family buildings (1765 and 1771 Vista Del Mar Avenue) would be retained. Modified Alternative 2 consists of a mixed-use development, with up to 316,948 square feet of floor area, within a new 30-story tower, referred to herein as Building 1. The proposed Building 1 would include up to 269 multi-family residential units, 17 of which would be set aside for Very Low Income households, and approximately 7,760 square feet of commercial/restaurant uses. The existing residence at 1771 Vista Del Mar Avenue would remain as a single-family use and the residence at 1765 Vista Del Mar Avenue, which currently contains three residential units, will be converted back to a single-family use. Five levels of subterranean and above-ground automobile parking would be located within the podium structure of Building 1 and surface parking would be provided for the two single-family residences.

The Project proposes mixed-income housing, with neighborhood-serving commercial space at the ground floor. As a mixed-use development, the Project provides for activity and natural surveillance during and after commercial business hours. The ground floor commercial uses would activate the streets, while the residential units are oriented outward, providing eyes on the street during all hours of the day to create a safer environment for residents, workers, and visitors to the area. The Project provides housing for various income levels and household sizes, and retention of the two non-contributing single-family structures in the Vista Del Mar/Carlos Historic District. The Project will provide 21 studio apartments, 128 one-bedroom units, 110 two-bedroom units, and 10 three-bedroom units. Of the total 271 units, 252 are new RSO units, 17 are new covenanted affordable units, and two are the existing single-family residences on Vista Del Mar Avenue. This would help meet the critical demand for new housing in the Hollywood Community Plan area and would increase the City's stock of rent controlled units. The project will further a key Housing Element goal of reducing the City's existing housing shortage, as well as its jobs-housing imbalance, by developing the site with 271 residential units

The Project as proposed would be consistent with the goals of the housing element by providing mixed income housing units in varying unit arrangements on a site well served by transit.

The project supports Objective 2.3, Policy 2.3.1, and Policy 2.3.4 as the project is certified Environmental Leadership Development Project (ELDP). As an ELDP Project, the Project will achieve LEED Silver certification, maximize transit friendly features (resulting in a minimum 15 percent greater transportation efficiency), and be 'Net-Zero' in GHG emissions. The project will incorporate Project Design Features that include energy conservation measures such as a construction waste management plan, installation of energy efficient appliances, and a water reduction strategy to reduce water consumption. Further, the Project site is located in a Transit Priority Area and adjacent to several bus lines and in the vicinity of the Hollywood and Vine Red Line Station (approximately 0.13 miles southwest from the project site), increasing accessibility to and from the site via walking and other transit. In addition, the project site would be adjacent to many other mixed-use buildings with similar commercial uses, as well as events and entertainment uses within the Hollywood area, encouraging walking, active transportation, and public transit usage to these other adjacent uses.

**Plan for a Healthy Los Angeles.** The project also meets the policies set forth in the General Plan's Health and Wellness Element.

*Policy 5.1: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.*

*Policy 5.7: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors, and others susceptible to respiratory diseases.*

**Air Quality Element.** The project also meets the policies set forth in the General Plan's Air Quality Element.

*Policy 4.2.3: Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.*

*Policy 5.1.2: Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations*

The Project would result in the creation of new housing and commercial uses within 0.13 miles of the Hollywood/Vine Metro Station, would provide street trees, storefronts and streetwall treatments which encourage walking, outdoor dining, and bicycle parking, thereby activating the streetscape to support an inviting and pedestrian-oriented environment. In addition, the Project would reduce vehicle trips and vehicle miles traveled due to the Project's pedestrian-orientated design, bicycle access and infrastructure, and proximity to rail and bus transit, commercial uses, entertainment uses, amenities, and jobs. The Project design, mix of uses, and intensity will also contribute to the intended character of the Regional Center land use, while locating new residents and jobs within an established mixed-use area.

Policy 5.1 and 5.7 of the Plan for a Healthy LA, the Health and Wellness Element, and Policy 4.2.3 of the Air Quality Element are policy initiatives related to the reduction of air pollution and greenhouse gases. As mentioned above, the project has been certified as an ELDP project and is required to achieve LEED Silver certification, maximize transit friendly features and be 'Net-Zero' in greenhouse gas emissions. As conditioned, the Project will provide at least 20 percent of the total code-required parking spaces provided for all types of parking facilities will be capable of supporting future electric vehicle supply equipment (EVSE), with at least 5 percent of the total code-required parking spaces shall be equipped with EV charging stations.

Furthermore, as conditioned Project Design Feature PDF-GHG-1 requires that the Project will provide or obtain GHG emission offsets as required in the Project's Environmental Leadership Development Project certification and related documentation. The Project is a certified Environmental Leadership Development Project (ELDP) and will be consistent with the State's SB 375 plans and greenhouse gas emission (GHG) targets, the City's Green Building Code, and the City's Green New Deal (Sustainable City pLAN 2019). The Project incorporates sustainable and green building design and construction to promote resource conservation, including net-zero carbon and GHG emissions, electric-vehicle charging and water conservation measures in excess of Code requirements, achieving fifteen percent greater transportation efficiency, and incorporating sustainability measures to achieve Leadership in Energy and Environmental Design (LEED) Silver certification.

The LEED certification and EV project features are also good zoning practices because they provide a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on site for other functions. In addition, the project's certification



as an ELDP Project will ensure that the project is energy efficient and promotes alternative modes of travel such as public transit and active transportation to support California's greenhouse gas emission reduction targets. Taken together, the conditions would 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 the City. As conditioned, the Project will be consistent with the aforementioned policies, as well as Policy 5.1.2 of the Air Quality Element, by ensuring that future developments are compatible with alternative fuel vehicles and shift to non-polluting sources of energy.

**Mobility Plan 2035.** The project also meets the policies set forth in the General Plan's Mobility Element.

***Policy 3.1:** Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.*

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

***Policy 3.5:** Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.*

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

The Project would provide access for all modes of travel, focusing on pedestrians and cyclists. Pedestrian entrances are prominently located at the corner of Yucca Street and Argyle Avenue, as well as locating the main building entrance lobby along Yucca Street, directly in the center of the project. The proposed Project is consistent with the goals and implementation strategies identified in the Walkability Checklist. The Project introduces new commercial uses such as restaurants to the area, which would reduce the vehicle miles travel to the site as residents and visitors would be able to walk to these commercial uses. Further, the Project site is located in a Transit Priority Area and adjacent to several bus lines and in the vicinity of the Hollywood and Vine Red Line Station (approximately 0.13 miles southwest from the project site), increasing accessibility to and from the site via walking and other transit. In addition, the project site would be adjacent to many other mixed-use buildings with similar commercial uses, as well as events and entertainment uses within the Hollywood area, encouraging walking, active transportation, and public transit usage to these other adjacent uses.

As mentioned previously, the project would also improve the streetscape surrounding the Project Site with improved sidewalks, street lighting, street trees, short-term bicycle parking, and landscaping. The project will also activate the street for pedestrians with a small park located at the northeast corner of the project site, which contains outdoor seating and landscaping. The building's orientation also contributes to a walkable environment as the entrances to the commercial uses are located directly on Yucca Street and at the corner of Argyle Avenue and Yucca Street, while the residential entrance is located on Yucca Street. There is only one driveway, which is located on Argyle Avenue. 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. 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, consistent with the objectives of the Mobility Element.

As conditioned Mitigation Measure MM-TRAF-1 requires implementation of a TDM program to reduce vehicle trips. The combined effect of the various strategies implemented as part of the TDM program will result in a reduction in Modified Alternative 2's vehicle trip generation and VMT by offering services, actions, specific facilities, etc., aimed at encouraging the use of alternative transportation modes. As shown in Table 3-6, *VMT Analysis Summary*, at page 3-59 in Chapter 3, *Revisions, Clarifications and Corrections*, of the Final EIR, with implementation of Mitigation Measure MM TRAF-1, Modified Alternative 2 would generate 7,476 daily VMT (a reduction of 984 daily VMT), which includes a home-based production daily VMT of 3,573 and a home-based work attraction daily VMT of 154. With Mitigation Measure MM TRAF-1, Modified Alternative 2 will generate an average household VMT per capita of 5.9 (1.6 less than prior to mitigation). With mitigation, Modified Alternative 2 will not exceed the household VMT per capita threshold of 6.0. Work VMT for Modified Alternative 2 is less than significant without mitigation. Thus, with Mitigation Measure MM-TRAF-1, Modified Alternative 2 meets the threshold criteria of being 15% less than the existing average household VMT per capita for the Central APC area.

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

The Project Site is located within the Hollywood Community Plan Area, which was adopted by the City Council on December 13, 1988. The 1.16-acre project site is located within the adopted Hollywood Community Plan area and is comprised of seven lots, commonly referred to herein as the West Parcel, Center Parcel, and East Parcel. The Community Plan designates the West Parcel and Center Parcel for Regional Center Commercial land use and the East Parcel for Multiple Family Medium Residential land use. According to the Community Plan, corresponding zones for the Regional Center Commercial designation include C2, C4, P, PB, RAS3 and RAS4. The corresponding zoning designation for Medium Residential is R3.

The West Parcel is zoned C4-2D-SN, which allows for commercial and residential uses, consistent with the R5 zone. The Height District 2 allows unlimited building height with a maximum FAR of 6:1. The Center Parcel is zoned R4-2D, which is not a corresponding zone in the Regional Center Commercial General Plan land use designation. For both the West and Center Parcels, the "D" indicates a Development Limitation, which provides a project shall not exceed a 2:1 FAR, unless it is found to comply with the Hollywood Redevelopment Plan, and is approved by the City Planning Commission, or the City Council on appeal. The East Parcel is zoned [Q] R3-1XL. The R3 zone permits a density of 800 square feet of lot area per dwelling unit. Height District 1XL limits building height to 30 feet with a maximum FAR of 3:1. The Q condition limits residential density to a maximum of one dwelling unit for each 1,200 square feet of lot area.

The Project entitlements include a Zone Change and Height District Change from C4-2D-SN to (T)(Q)C2-2D-SN, from R4-2D to (T)(Q)C2-2D, and from [Q]R3-1XL to (T)(Q)R3-2D. The zone change request for the Center Parcel from R4-2D to C2-2D would make the zone consistent with the land use. The Zone and Height District as proposed are consistent with and in substantial conformance with the intent and provisions of the General Plan as reflected in the adopted Community Plan.

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

***Objective No. 1: To further the development of Hollywood as a major center of population, employment, retail service and entertainment.***

**Objective No. 3:** *To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the community, maximizing the opportunity for individual choice.*

**Objective No. 4:** *To promote economic well-being and public convenience through allocating and distributing commercial lands for retail service and office facilities in quantities and patterns based on accepted planning principles and standards.*

Under the Modified Alternative 2, the three multi-family apartment buildings located along Yucca Avenue would be demolished and removed to allow for the redevelopment of the site, while the two existing one- and two-story single-family buildings (1765 and 1771 Vista Del Mar Avenue) would be retained. Modified Alternative 2 consists of a mixed-use development, with up to 316,948 square feet of floor area, within a new 30-story tower, referred to herein as Building 1. The proposed Building 1 would include up to 269 multi-family residential units, 17 of which would be set aside for Very Low Income households, and approximately 7,760 square feet of commercial/restaurant uses. The existing residence at 1771 Vista Del Mar Avenue would remain as a single-family use and the residence at 1765 Vista Del Mar Avenue, which currently contains three residential units, will be converted back to a single-family use. Five levels of subterranean and above-ground automobile parking would be located within the podium structure of Building 1 and surface parking would be provided for the two single-family residences.

The requested entitlements allow for the orderly arrangement of buildings on the site, flexibility in ownership and operation of the proposed commercial establishments, and allows for increased density, height, and floor area for the construction of the Project, which meets the goals of the General Plan and Hollywood Community Plan by providing mixed-use, mixed-income project, providing new housing units, commercial space, and preserving the two non-contributing structures located on Vista Del Mar Avenue.

### **Hollywood Redevelopment Plan Consistency**

In addition to achieving the objectives of the Hollywood Community Plan, the Project would also support and be consistent with the following goals identified in the Hollywood Redevelopment Plan:

**3.** *Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.*

**9.** *Provide housing choices and increase the supply and improve the quality of housing for all income and age groups, especially for persons with low and moderate incomes; and to provide home ownership opportunities and other housing choices which meet the needs of the resident population.*

**10.** *Promote the development of sound residential neighborhoods through mechanisms such as land use, density and design standards, public improvements, property rehabilitation, sensitive in-fill housing, traffic and circulation programming, development of open spaces and other support services necessary to enable residents to live and work in Hollywood.*

**11.** *Recognize, promote and support the retention, restoration and appropriate reuse of existing buildings, groupings of buildings and other physical features especially those having significant historic and/or architectural value and ensure that new development is sensitive to these features through land use and development criteria.*

**14. Promote and encourage development of recreational and cultural facilities and open spaces necessary to support attractive residential neighborhoods and commercial centers.**

the Project would also support and be consistent with the following objectives identified in subsection 506.2.3: Regional Center Commercial Density of the Hollywood Redevelopment Plan:

**Objective a:** *To concentrate high intensity and/or density development in areas with reasonable proximity or direct access to high capacity transportation facilities or which effectively utilize transportation demand management programs.*

**Objective b:** *To provide for new development which complements the existing buildings in areas having architecturally and/or historically significant structures.*

**Objective d:** *To encourage the development of appropriately designed housing to provide a balance in the community.*

Under Modified Alternative 2, the three multi-family apartment buildings located along Yucca Avenue would be demolished and removed to allow for the redevelopment of the site, while the two existing one- and two-story single-family buildings (1765 and 1771 Vista Del Mar Avenue) would be retained. Modified Alternative 2 consists of a mixed-use development, with up to 316,948 square feet of floor area, within a new 30-story tower, referred to herein as Building 1. The proposed Building 1 would include up to 269 multi-family residential units, 17 of which would be set aside for Very Low Income households, and approximately 7,760 square feet of commercial/restaurant uses. The existing residence at 1771 Vista Del Mar Avenue would remain as a single-family use and the residence at 1765 Vista Del Mar Avenue, which currently contains three residential units, will be converted back to a single-family use. Five levels of subterranean and above-ground automobile parking would be located within the podium structure of Building 1 and surface parking would be provided for the two single-family residences.

The Project proposes mixed-income housing, with neighborhood-serving commercial space at the ground floor. As a mixed-use development, the Project provides for activity and natural surveillance during and after commercial business hours. The ground floor commercial uses would activate the streets, while the residential units are oriented outward, providing eyes on the street during all hours of the day to create a safer environment for residents, workers, and visitors to the area. The Project provides housing for various income levels and household sizes, and retention of the two non-contributing single-family structures in the Vista Del Mar/Carlos Historic District. The Project will provide 21 studio apartments, 128 one-bedroom units, 110 two-bedroom units, and 10 three-bedroom units. Of the total 271 units, 252 are new RSO units, 17 are new covenanted affordable units, and two are the existing single-family residences on Vista Del Mar Avenue. This would help meet the critical demand for new housing in the Hollywood Community Plan area and would increase the City's stock of rent controlled units.

The Project would result in the creation of new housing and commercial uses within 0.13 miles of the Hollywood/Vine Metro Station, would provide street trees, storefronts and streetwall treatments which encourage walking, outdoor dining, and bicycle parking, thereby activating the streetscape to support an inviting and pedestrian-oriented environment. In addition, the Project would reduce vehicle trips and vehicle miles traveled due to the Project's pedestrian-orientated design, bicycle access and infrastructure, and proximity to rail and bus transit, commercial uses, entertainment uses, amenities, and jobs. The Project design, mix of uses,

and intensity will also contribute to the intended character of the Regional Center land use, while locating new residents and jobs within an established mixed-use area.

The Project as proposed would be consistent with the goals of the Redevelopment Plan by providing mixed income housing units in varying unit arrangements on a site well served by and in close proximity to transit.

### **Hollywood Redevelopment Plan Compliance**

#### *501 General Controls and Limitations*

The Project complies with the provisions of the redevelopment plan, as shown below. Pursuant to standard practice, the Project was also vetted by the Urban Design Studio, to verify consistency with Citywide Design Guidelines.

#### *502 Map*

The Project requests a Zone Change and Height District Change from C4-2D-SN to (T)(Q)C2-2D-SN, from R4-2D to (T)(Q)C2-2D, and from [Q]R3-1XL to (T)(Q)R3-2D. The zone change request for the Center Parcel from R4-2D to C2-2D would make the zone consistent with the land use. The Zone and Height District as proposed are consistent with and in substantial conformance with the intent and provisions of the General Plan as reflected in the adopted Community Plan. Pursuant to Section 502 of the Redevelopment Plan, and pending City Council approval, changes to the General Plan, Community Plan and any applicable Ordinances are automatically incorporated into the Redevelopment Plan. Therefore, the requested actions would be incorporated into the Plan, making the Project request and designation consistent with the Redevelopment Plan Map.

#### *503 Design Standards*

Section 503 of the Redevelopment Plan describes the purpose and intent of Designs for Development that may be adopted; however, as noted above, the only adopted design standards associated with the Redevelopment Plan pertains to the Hollywood Signage Supplemental Use District (HSSUD). There is no signage proposed as part of the Project, and any signage would be required to comply with the provisions of the HSSUD.

#### *504 Variance, Conditional Use, Building Permits, and Other Land Development Entitlements*

Section 504 of the Redevelopment Plan states that no zoning variance, conditional use permit, building permit, demolition permit or other land development entitlement shall be issued unless the application has been reviewed and determined to be in conformance with the Redevelopment Plan and any applicable design standards. As set forth in these findings, the Project is in conformance with the Redevelopment Plan, and as the Project is not seeking signage at this time, conformance with applicable design standards is not required.

#### *505 Residential Standards*

While the Project incorporates residential units, Section 505 of the Redevelopment Plan refers to sites designated for residential use. The Project Site is designated Regional Center Commercial, and the proposed zone change would take the R4 zoned property to C2, and under Modified Alternative 2 would not develop new structures on the R3 zoned portion of the project site. Furthermore, Modified Alternative 2 would preserve the existing structures located on the R3 zoned lots, which would preserve the character and architectural style of the Vista Del Mar/Carlos Historic District.

### *506 Commercial Standards*

The Redevelopment Plan identifies specific uses which are necessary to support the residential population of Hollywood, as well as specific uses which are traditional or indicative of Hollywood. The uses identified by the Redevelopment Plan include essential neighborhood services which support residential areas as pharmacies and food markets, while traditional uses such as restaurants, theaters and bookstores. The Project includes uses which both support nearby residential neighborhoods and residential uses within the regional center ground floor commercial space, including proposed restaurant spaces. Additionally, Section 506 includes some definitions and designations which are consistent with the Community Plan, and LAMC, and were applied consistently to the Project.

#### *506.2 Regional Center Commercial*

The Redevelopment Plan indicates intensity and concentration of uses intended for the Regional Center designation in section 506.2. The Redevelopment Plan indicates that commercial and entertainment uses should be focused around areas served by transportation facilities, as well as indicating FAR limitations of 4.5:1, with up to 6:1 FAR with additional findings, conformity with the Redevelopment Plan, and conformity with the Community Plan. As shown below and in the consistency findings for the Redevelopment Plan, the Project is consistent with these requirements, and the Regional Center designation in the Redevelopment Plan.

##### *506.2.1 Hollywood Boulevard District*

The Hollywood Redevelopment Plan identifies special districts in the plan area, including the Hollywood Boulevard District, generally properties to the north and south of Hollywood Boulevard from Gower Street to La Brea Avenue, which the Project Site is located in. The District includes six goals:

- 5. Encourage preservation, restoration and appropriate reuse of historically or architecturally significant structures;*
- 6. Assure that new development is sympathetic to and complements the existing scale of development;*
- 7. Provide pedestrian oriented retail uses along the street level;*
- 8. Encourage entertainment, theater and tourist related uses;*
- 7. Provide adequate parking for new and existing uses; and*
- 8. Reinforce and enhance the existing pedestrian environment.*

The Project includes the restoration and rehabilitation of the two non-contributing structures in the Vista Del Mar/Carlos Historic District. The new development would be complementary to the varying heights, architectural styles, and general character of the area, including the mid-rise structures in the immediate vicinity. The Project also includes ground floor commercial space along both Yucca Street and Argyle Avenue, reinforcing and complementing the existing pedestrian environment, as well as providing a new 2,820 square foot open space park at the corner of Yucca Street and Vista Del Mar Avenue. The Project will provide code required parking based on the number of units when built.

##### *506.2.3 Regional Center Commercial Density*

The Project Site is designated Regional Center Commercial by the Hollywood Community Plan; the intended focus of development in the Redevelopment Plan Area. The intent of the Plan is to focus development in areas designated Regional Center Commercial, served by

adequate transportation facilities, with the goal of spurring economic development, high quality development, and support of entertainment uses. The Project Site is located 0.13 miles from the Hollywood/Vine Metro station, as well as within walking distance to multiple transit lines, including Metro bus lines, and LADOT bus lines. The Project would not alter historical development patterns in the area, and would retain and restore the two non-contributing structures in the Vista Del Mar/Carlos Historic district. Additionally, the Project would be consistent with the adjacent scale and building forms, complimenting the uses along Yucca Street and Argyle Avenue, as well as serving the residential components of the mixed-use developments in the vicinity of the Project Site. The nearest residential neighborhood, adjacent to the east of the Project site, would also be served by the commercial components of the Project. Therefore, the project demonstrates compliance with the provisions of the Redevelopment Plan for development in the Regional Center Commercial designation.

### *506.3 Residential Uses Within Commercial Areas*

Section 506.3 of the Redevelopment Plan permits and encourages new residential uses in the Regional Center Commercial designation. The Project Site is designated Regional Center Commercial, and is located in the Hollywood Boulevard District. The Project complies with the intent and regulations of the both the Hollywood Boulevard District and Regional Center designation in the Redevelopment Plan.

### *Section 510 New Construction*

Section 510 of the Redevelopment Plan requires all construction and development to conform to applicable State and City laws and regulations. The Project is required to conform to applicable regulations through the entitlement and permitting process. Therefore, the Project complies with Section 510 of the Redevelopment Plan.

### *Section 511 Preservation, Rehabilitation, and Retention of Properties*

Section 511 of the Redevelopment Plan requires the preservation, rehabilitation, and retention of historic properties. The Project Site includes the two previously identified non-contributing structures in the Vista Del Mar/Carlos Historic District, which is determined eligible for listing in the National Historic Register. The Project complies with Section 511 of the Redevelopment Plan as the Project will restore and rehabilitate the two structures, and while the unified development does include a request for FAR over 4.5:1, the Project is utilizing unused floor area attributed to the R3 zoned portions of the site across the remainder of the site where the only new construction would occur. This would ensure the protection of the two non-contributing structures. The new development would conform to the Redevelopment Plan as conditioned.

### *Section 513 Limitation on the Number of Buildings, Section 514 Limitation on the Number of Dwelling units*

Sections 513 and 514 of the Redevelopment Plan identify the number of buildings and dwelling units anticipated to be developed within the Redevelopment Project Area. As determined by the City as lead agency, the development of the Project is consistent with Citywide growth projections and is therefore consistent with these sections.

### *Section 515 Limitation on Type, Size and Height of Buildings*

Section 515 of the Redevelopment Plan limits the type, size, and height of buildings as regulated by State and City law. The Project's request for a Zone Change and Height District Change would be aligned with the goals of the Redevelopment Plan and Community Plan to

concentrate dense development in the Regional Center Area, as well as by allowing for a 10% FAR increase through the Density Bonus Incentive program which includes a requirement for affordable units be reserved for Very Low Income occupants in exchange for the FAR incentive. No Design for Development Standards have been adopted, however, the Project complies with the Citywide Design Guidelines.

#### *Section 516 Signs and Billboards*

Section 516 of the Redevelopment Plan addresses signs and billboards, as proposed, the Project does not include new signage, but would retain the existing legal billboards on site. Future proposed signage will be reviewed by the City for conformance with all applicable regulations including applicable design guidelines, such as the Hollywood Signage Supplemental Use District.

#### *Section 517 Utilities*

Section 517 of the Redevelopment Plan pertains to the undergrounding of utilities, and feasibility and compliance will be verified during the permitting process.

#### *Section 518 Circulation, Parking and Loading Facilities*

Section 518 of the Redevelopment Plan pertains to circulation, parking, and loading facilities. As determined by the City as lead agency, the Project complies with applicable City regulations regarding parking and loading facilities and will not result in any impacts to the circulation system.

#### *Section 519 Setbacks*

Section 519 of the Redevelopment Plan pertains to regulations regarding parking within setbacks, and setback landscaping. The Project does not propose parking to be located in any setback areas and will provide landscaping within its setbacks.

#### *Section 520 Incompatible Uses*

Section 520 of the Redevelopment Plan pertains to incompatible uses. The City as lead agency has determined that the Project will be compatible with the surrounding areas and buildings. The requested \ Zone Change and Height District Change would allow the proposed building form, size, uses, and design to be compatible with existing and adjacent proposed developments, as well as the intent of the Hollywood Community Plan.

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

The Project Site is located within the Hollywood Community Plan, adopted by the City Council on December 13, 1988. The 1.16-acre project site is comprised of seven lots, commonly referred to herein as the West Parcel, Center Parcel, and East Parcel. The Community Plan designates the West Parcel and Center Parcel for Regional Center Commercial land use and the East Parcel for Multiple Family Medium Residential land use. According to the Community Plan, corresponding zones for the Regional Center Commercial designation include C2, C4, P, PB, RAS3 and RAS4. The corresponding zoning designation for Medium Residential is R3.



The West Parcel is zoned C4-2D-SN, which allows for commercial and residential uses, consistent with the R5 zone. The Height District 2 allows unlimited building height with a maximum FAR of 6:1. The Center Parcel is zoned R4-2D, which is not a corresponding zone in the Regional Center Commercial General Plan land use designation. For both the West and Center Parcels, the "D" indicates a Development Limitation, which provides a project shall not exceed a 2:1 FAR, unless it is found to comply with the Hollywood Redevelopment Plan, and is approved by the City Planning Commission, or the City Council on appeal. The East Parcel is zoned [Q] R3-1XL. The R3 zone permits a density of 800 square feet of lot area per dwelling unit. Height District 1XL limits building height to 30 feet with a maximum FAR of 3:1. The Q condition limits residential density to a maximum of one dwelling unit for each 1,200 square feet of lot area.

The Project Site is improved with one single-family residence, one duplex with a detached garage, and three, two-story apartment buildings with associated carports and paved surface parking areas. Under Modified Alternative 2, the three multi-family apartment buildings located along Yucca Avenue would be demolished and removed to allow for the redevelopment of the site, while the two existing one- and two-story single-family buildings (1765 and 1771 Vista Del Mar Avenue) would be retained. Modified Alternative 2 consists of a mixed-use development, with up to 316,948 square feet of floor area, within a new 30-story tower, referred to herein as Building 1. The proposed Building 1 would include up to 269 multi-family residential units (17 of which would be set aside for Very Low Income households) and approximately 7,760 square feet of commercial/restaurant uses. The existing residence at 1771 Vista Del Mar Avenue would remain as a single-family use and the residence at 1765 Vista Del Mar Avenue, which currently contains three residential units, will be converted back to a single-family use. Five levels of subterranean and above-ground automobile parking would be located within the podium structure of Building 1 and surface parking would be provided for the two single-family residences.

The project site is bounded by Yucca Street, the Kimpton Everly Hotel, and three-story residential lofts to the north; North Vista Del Mar Avenue and one- and two-story single-family residences and duplexes to the east; vacant land (former Little Country Church of Hollywood) and one- and two-story single-family residences and duplexes followed by a five-story mixed-use residential and commercial development to the south; and Argyle Avenue and commercial and residential uses to the west, including the 18-story Argyle House Project (multi-family residential and commercial uses) at the southwest corner of Yucca Street and Argyle Avenue. The project site vicinity is highly urbanized and generally built-out and is part of the Regional Center of Hollywood containing a mix of commercial, studio/production, office, entertainment, and residential uses. The Project Site is located in an area identified by the City as a Transit Priority Area and is served by a network of regional transportation facilities.

The Project site's proximity to a major transit stop and its Regional Center Commercial designation allows for the project's residential uses and supportive retail and restaurant commercial uses for the neighborhood. The Project's ground-floor commercial uses would incorporate transparent and active storefront design on the public streets and provide an opportunity for outdoor dining, and other amenities to create a pedestrian oriented environment, while encouraging transit usage. The following project elements were designed in a manner which is compatible with both existing and future developments in the area:

- A. Building Design. The mixed-use building's design would be consistent with the design policies set forth in the Citywide Design Guidelines. The building elevations utilize a variety of architectural features, building materials and changes in depth to break up massing and create a consistent architectural theme for the development. The podium would use a screening design consisting of multiple different elements that are either recessed or protrude from the façade, with a change of material alternating between unfinished

concrete, to glass, to metal ventilation screens, while allowing for airflow through the podium levels. At the ground floor level, the commercial and residential entrances are oriented to the sidewalk, with aluminum framing around floor-to-ceiling glass commercial storefront glazing. The podium also features vertical panels of blue glass, matching the color of glass on the tower, which serve to screen the parking. Other elements from the tower design are employed on the podium through matching the unfinished concrete look of the underside of the balconies, and by creating a large recessed faux balcony element on the corner of Yucca Street and Argyle Avenue. The façade of the tower element will primarily use glass to allow for natural lighting into the residential units, and includes multiple balconies that extend from the façade in a non-uniform pattern that gives the appearance of undulation, while providing shade and minimizing solar gain throughout the building, highlighting the Project's energy efficiency and sustainability. The Project provides an open space amenity deck on the 6<sup>th</sup> level of the podium which features outdoor seating and a pool for residents. And additional open space rooftop deck is located at the 30<sup>th</sup> level. The various design treatments within the podium and tower would help break the façade of the building and provide unique focal points. Overall, the Project's contemporary architecture complements and enhances the surrounding developments.

- B. Height/Bulk. The project would reach a maximum building height of 30-stories or 348 feet to the top of the parapet. The proposed height of the building is consistent with recent and proposed development in the immediate area. Around the immediate vicinity of the Project Site are the 18-story Argyle House mixed-use project directly across Argyle Avenue to the west, the 16-story Kimpton Everly Hotel directly across Yucca Street to the north, and the proposed Hollywood Center project to the west which features two towers which are proposed to be 36 and 47 stories (or under Alternative 8, two 49 and 18 story towers). Overall, the height and bulk of the project would be comparable to that of the high-rise mixed-use developments in the immediate vicinity and contribute to the City's skyline. The podium is designed with a pedestrian scale as the mass is broken down into smaller elements, which softens the façade of the building and create a warm and inviting experience for visitors and residents. The podium levels are further enhanced with an alternating rhythm of trapezoidal glass shapes that employ the same green colored glass that is used for the inset accents on the tower façade, as well as vertical green screens along the eastern façade where the new public open space amenity will be located.

Additionally, Modified Alternative 2 would retain and rehabilitate the two non-contributing structures on Vista Del Mar Avenue which are located in the Vista Del Mar/Carlos Historic District. By maintaining these two-story structures, this would preserve the character of the district and the height of other similar structures on site. Modified Alternative 2 would also convert an existing surface parking lot on the corner of Yucca Street and Vista Del Mar Avenue to a 2,820 square foot open space park which would act as a gateway element to the district as well as preserving the development pattern along Vista Del Mar Avenue.

- C. Setbacks. The project will comply with the requirements of the Municipal Code and the sidewalk, setback, and streetscape guidelines of the Citywide Design Guidelines. Ground floor treatments also include active commercial and restaurant uses, prominent entryways, a 2,820 square foot landscaped park at the corner of Yucca Street and Vista Del Mar Avenue, and pedestrian-scaled architecture. The project will provide adequate separation distances between all buildings adjacent to the site.
- D. Off-Street Parking. The project will provide residential and commercial parking spaces on-site in accordance with the requirements of the Municipal Code. The parking garage is accessed via a single driveway along Argyle Avenue and includes a total of 414 spaces within one fully subterranean level, one partial subterranean/partial at-grade level, and

four podium levels. The Project will also provide a pick-up/drop-off zone in front of the building's main pedestrian entrance on Yucca Street. Short-term spaces are located at the ground floor along Yucca Street, while the first and second floors of the podium will contain 164 short-term and long-term bicycle parking spaces. In addition, the project would include infrastructure for electric vehicle charging stations to facilitate the use of electric vehicles.

- E. Loading. Any loading or noise-generating back-of-house uses are located away from the primary frontage of Yucca Street and instead is provided via a loading area located in the parking garage. Mechanical equipment and utilities are also appropriately screened within the building and on the building's roof without detracting from the usability and active street presence of the development.
- F. Lighting. Implementation of the project will introduce new light sources within the project site, including interior building lighting, exterior security lighting, exterior architectural lighting, and sign lighting. Project lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the site to provide for efficient, effective, and aesthetically lighting solutions that minimize light trespass from the site. Outdoor lighting sources will be shielded away from adjacent uses to minimize impacts. The Project's balconies also provide shade and minimize solar gain throughout the building.
- G. Landscaping. Open space and landscaping for the project is concentrated in three areas: a 2,820 square foot pocket park on the ground floor at the corner of Yucca Street and Vista Del Mar Avenue, a 14,720 square foot amenity deck on the 6<sup>th</sup> level podium, and a 6,260 square foot rooftop amenity deck. The podium's open space includes open areas, landscaping in planters, outdoor seating areas, and an outdoor pool. Landscaping would also be installed around the perimeter of the building and throughout all the open space levels of the building, utilizing native shrubs, perennials, and canopy trees. The perimeter streetscape character would accommodate pedestrians through shade canopy trees, landscaping planters, street furniture, and outdoor seating and public art at the park on the eastern edge of the Project site.
- H. Trash Collection. The project is conditioned to enclose all tenant trash containers from view and has incorporated trash collection features into building designs. Trash receptacles will also be provided throughout the open areas of the project. The project will include a recycling area or room for the collection of glass, cans, paper and plastic recyclable materials. Trash and recycling facilities will be kept secure from unauthorized entry.

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

**13. The residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The project will result in the creation of new residential and commercial uses on a site that is currently developed with five partially vacant one-story commercial buildings while minimizing impacts on neighboring properties. The project would provide open space amenities throughout the project site. At the ground floor level, the 2,820 square foot pocket park at the

southwest corner of Yucca Street and Vista Del Mar Avenue would provide public open space with outdoor seating, landscaping, and public art. At the 6<sup>th</sup> level of the podium, the common open space includes open areas, landscaping in planters, outdoor seating areas, and an outdoor pool. Also, on the 6<sup>th</sup> level are a 1,980 square foot indoor lounge and a 2,170 square foot indoor gym for residents. The rooftop open space would also include landscaping, outdoor seating, a water feature, and a 1,700 square foot indoor amenity space. Additionally, the project would provide private residential open space areas within balconies for many of the residential units.

As an ELDP project, the project would be required to provide sustainable features and service amenities for its residents and visitors such as achieving LEED Silver certification, maximizing transit friendly features (resulting in a minimum 15 percent greater transportation efficiency), and being 'Net-Zero' in GHG emissions. As conditioned, the Project will provide at least 20 percent of the total code-required parking spaces provided for all types of parking facilities will be capable of supporting future electric vehicle supply equipment (EVSE), with at least 5 percent of the total code-required parking spaces shall be equipped with EV charging stations. The electric vehicle charging spaces and other sustainability features as an ELDP project will improve habitability for residents and neighboring properties by reducing the level of greenhouse gas emissions and fuel consumption from the project site, through encouraging the use of low or zero emission vehicles and public transit.

The project's ground floor commercial retail and restaurant uses would complement the variety of commercial uses from other mixed-use developments around the area, as well as provide visitors and residents more dining and shopping options. The project's commercial uses would also provide employment opportunities for the residents in the surrounding area. Additionally, since the project site is within close distance to many restaurants, retail stores, and entertainment venues, residents would be able to walk, use active transportation, or public transit to these different amenities, which promotes the sustainability goals of the City and as an ELDP project.

## **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS**

The City of Los Angeles (the "City"), as Lead Agency, has evaluated the environmental impacts of the 6220 Yucca Project by preparing an environmental impact report (EIR) (Case Number ENV-2014-4706-EIR, SCH No. 2015111073). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 14, Division 6, Chapter 3 (the "CEQA Guidelines").

The 6220 Yucca Project EIR, consisting of the Draft EIR and Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and impacts of the 6220 Yucca Project (Project), located at 1756, 1760 North Argyle Avenue; 6210-6224 West Yucca Street; and 1765, 1771, 1777, and 1779 North Vista Del Mar Avenue, Los Angeles, CA 90028 (Site or Project Site). The Project as analyzed in the EIR, involves the construction and operation of 210 multi-family residential units (all of which would be governed by the City of Los Angeles' Rent Stabilization Ordinance), 136 hotel rooms and approximately 12,570 square feet of commercial/restaurant uses in two new buildings on the Project Site. All but 13 of the Project's residential units are located in the Project's Building 1, which is a 20-story tower located across the west and center parcels of the Project Site.

The EIR analyzed the project originally proposed by the applicant (referred to as "Original Project"), as well as multiple alternatives, including Alternative 2, *Primarily Residential Mixed-Use Alternative*. In response to comments from the public made on the Draft EIR, and pursuant to guidance offered by the City of Los Angeles (the "City"). The EIR also analyzed Modified Alternative 2. Modified Alternative 2 is similar to Alternative 2 in the Draft EIR, which proposed 271 residential units with 5,120 square feet of commercial within two structures. It eliminates the hotel component of the Project. Building heights would range from three- to 20 stories with a maximum FAR of 6.6:1. Modified Alternative 2 involves the construction and operation of a single 30-story residential tower with 269 residential units (17 of which would be set aside for Very Low Income households, and the remainder of which would be governed by the City's Rent Stabilization Ordinance), approximately 7,760 square feet of ground floor retail and restaurant space, and, the preservation of the two existing houses on N. Vista Del Mar Avenue that would have been demolished under both the Project and Alternative 2.

The Draft EIR was circulated for a 47-day public comment period beginning on April 23, 2020 and ending on June 8, 2020. A Notice of Completion and Availability (NOC/NOA) was distributed on April 23, 2020 to all property owners within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The Draft EIR was available to the public at the City of Los Angeles, Department of City Planning, and could be accessed and reviewed by members of the public by appointment with the Planning Department. Additionally, due to the circumstances created by the COVID-19 pandemic, copies of the Draft EIR were made available to the public on CD-ROM or in hard copy upon request to the Department of City Planning at the contact information listed on the NOC/NOA. A copy of the document was also posted online at <https://planning.lacity.org>. Notices were filed with the County Clerk on April 22, 2020, but due to delays caused by the COVID-19 pandemic, were not physically posted until May 26, 2020. However, the posting of notices in this instance was excused as a result of the COVID-19 pandemic pursuant to the Governor's Executive Order No. N-54-40.

The Final EIR was then distributed on August 7, 2020. The Advisory Agency certified the EIR on August 24, 2020 ("Certified EIR") in conjunction with the approval of Modified Alternative 2 (VTT-73718). In connection with the certification of the EIR, the Advisory Agency adopted CEQA findings and a mitigation monitoring program. The Advisory Agency adopted the mitigation monitoring program in the EIR as a condition of approval. All mitigation measures in the previously adopted Mitigation Monitoring Program are also imposed on the project through Conditions of Approval of CPC-2014-4705-ZC-HD-DB-MCUP-CU-SPR, to mitigate or avoid significant effects

of the proposed Project on the environment and to ensure compliance during implementation of Modified Alternative 2.

### **NO SUPPLEMENTAL OR SUBSEQUENT REVIEW IS REQUIRED**

CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified or a negative declaration has previously been adopted and one or more of the following circumstances exist:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the above changes or factors has arisen since the approval of Modified Alternative 2. There are no substantial changes to Modified Alternative 2, and it is substantially the same as the approved project. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the approval of Modified Alternative 2. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the certified EIR's CEQA Findings, all of which have been implemented as part of the conditions of approval. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of Modified Alternative 2.

Therefore, as Modified Alternative 2 was assessed in the previously certified EIR, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

## **RECORD OF PROCEEDINGS**

The record of proceedings for the decision includes the Record of Proceedings for the original CEQA Findings, including all items included in the case files, as well as all written and oral information submitted at the hearings on this matter. The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA Findings are based are located at the Department of City Planning, 221 N. Figueroa Street, Suite 1350, Los Angeles, CA 90021. This information is provided in compliance with CEQA Section 21081.6(a)(2).

In addition, copies of the Draft EIR and Final EIR, as well as the administrative record, are available on the Department of City Planning's website at <https://planning.lacity.org/development-services/eir> (to locate the documents, search for the environmental case number). Due to government facility closures as a result of the COVID-19 crisis, the Draft and Final EIR documents could not be made available at a public library. However, consistent with state emergency orders, the public was notified of an ability to call or email the City for alternative modes to access the documents or to schedule an appointment to review the documents at the City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1350, Los Angeles, CA 90012, during office hours Monday - Friday, 9:00 a.m. - 4:00 p.m.

## **PUBLIC HEARING AND COMMUNICATIONS**

### **Public Hearing**

A joint public hearing was held telephonically via Zoom by the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission on August 19, 2020 for the proposed Project entitlements and subdivision and was attended by approximately 30 individuals. At the public hearing, testimony was provided by the Project team; 18 people spoke, of which 10 were in favor of Modified Alternative 2, while the remainder of speakers were opposed to the development. Testimony was provided by the following organizations: LA Conservancy, Hollywood Heritage, Yucca Argyle Tenants Association, and the LA Tenants Union.

### **Summary of Public Hearing Testimony**

At the hearing, the Project team presented the on the following features:

- The EIR process and the differences between the Original Project, Alternative 2, and the proposed Modified Alternative 2 which was developed as a result of feedback received on the Draft EIR.
- The preservation of two non-contributing structures in the historic district as well as the replacement of a surface parking lot with a new public park.
- The Project includes a number of environmental and economic benefits, such as: certification as an Environmental Leadership Development Project, achieving carbon-neutral development, providing prevailing wage and union jobs during construction, and making a significant investment in the local economy.
- The Project reduces VMT by 30 percent.
- Entered into a labor agreement which ensures the Project construction will provide high-wage, highly skilled jobs that pay prevailing living wage. The labor agreement includes participation in the “Helmets to Hardhats” Program to employ veterans.

Support for the Modified Alternative 2 centered on the following points:

- Maintains homes and doesn't add traffic or building massing on Vista Del Mar, doesn't include a building that is out of character.
- It is appropriate because it preserves single-family buildings on Vista Del Mar.
- It helps to address the housing crisis, introduces 17 affordable units, offers rent control for new units.
- The need for more housing in the midst of a housing crisis.
- It will improve the area.

Opposition focused on the following:

- Objection to demolition of RSO housing.
- New RSO units would be market rate and price out existing residents, Modified Alternative 2 provides affordable housing, but not enough.
- Conditions for relocation and right to return at the same rent currently paying.
- Concerned about many deficiencies with EIR.
- Not enough time to comment, never received FEIR.
- Developer has not held his word.
- Deficiencies in traffic and earthquake reports.
- Shouldn't have a hearing during pandemic.



- If Modified Alternative removes the hotel, then ELDP must be reassessed, the loss of 43 affordable RSO units and replacement with over 200 luxury units, need 60 affordable units, have not met 15% requirement for affordable, state law requires safe and habitable units but how can it be if the project is located over a fault line.
- Markets too far away for residents, no park close for kids, no school available for population, no street or sidewalk expanded for population.
- 65db noise is 100x louder than LAMC allows, nearby building too loud.
- Regional center commercial not legally recognized by government code, state doesn't want haphazard zoning and development.
- Original Project would have a significant impact to the Vista Del Mar / Carlos Historic district, size and scale out of character and would alter setting, would like qualified architect to be involved in rehab of two homes, and a preservation easement, and condition about maintenance of entire district, remain opposed to size and scale of Modified Alternative 2 which affects character of district, encourage a design revision to be more in compliance.
- Making too many assumptions regarding parking and must provide enough parking for people,
- Not including report from USGS from May 2020 that fault is active.
- Traffic report doesn't include Yucca/Argyle intersection.
- Tenants who reside on site are senior/disabled/families/minorities.

### **Communications Received**

Prior to the Tract Map hearing, 19 comment letters were received regarding the Vesting Tentative Tract Map.

In addition, 15 public comment letters were submitted regarding the Draft Environmental Impact Report (EIR) for the project, as well as several form letters. Letters were received from the South Coast Air Quality Management District, State of California Department of Transportation (Caltrans), LA Metro, LA Tenants Union, Hollywood Heritage, Hollywood United Neighborhood Council, Advocates for the Environment, Yucca Argyle Tenants Association, the Los Angeles Conservancy, as well as five individuals. These comments discussed issues regarding aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, noise and vibration, traffic, alternative analysis, as well as requests for extension of review period. These comments were addressed in the Final EIR, located at the following link: <https://planning.lacity.org/development-services/eir/6220-yucca-project-1>

CPC-2014-4705-ZC-HD-DB-MCUP-  
CU-SPR

# **EXHIBIT A**

PROJECT PLANS

CPC-2014-4705-ZC-HD-DB-MCUP-  
CU-SPR

# 6220 WEST YUCCA

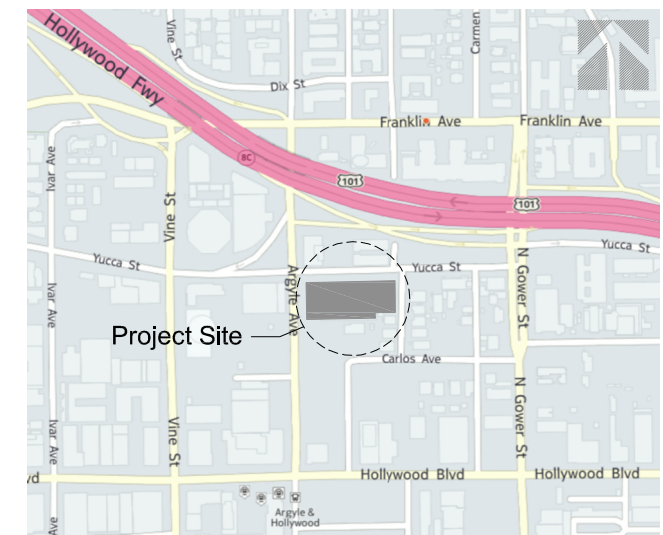
6220 West Yucca Street, Los Angeles, 90028

APN: 5546-031-007, -008, -027, -031

CHAMPION REAL ESTATE COMPANY



## VICINITY MAP



## SHEET INDEX

A0.00 Project Summary	A2.00 Building Section
A0.01 Survey	A3.00 North Elevation
A1.00 Plot Plan	A3.01 South Elevation
A1.01 P1 Level Plan	A3.02 West Elevation
A1.02 1st Level Plan	A3.03 East Elevation
A1.03 2nd Level Plan	A4.00 Unit Plans
A1.04 3rd-4th Level Plan	A4.01 Unit Plans
A1.05 5th Level Plan	A4.02 Restaurant Plans
A1.06 6th Level Plan	A4.03 Restaurant Plans
A1.07 7th Level Plan	A4.04 Restaurant Plans
A1.08 8th-26th Level Plan	A6.00 Signage / Lighting
A1.09 27th-29th Level Plan	A6.01 Signage / Lighting
A1.10 30th Level Plan	A6.02 Light Fixtures
A1.11 Roof Level Plan	

## Landscape

L1.00 Overall Site Plan
L2.00 Ground Level (2nd Level) Plan
L2.01 Ground Level (2nd Level) Imagery
L3.00 Amenity Deck (6th Level) Plan
L3.01 Amenity Deck (6th Level) Imagery
L4.00 Roof Deck (30th Level) Plan
L4.01 Roof Deck (30th Level) Imagery
L5.00 Overall Site Plan - Planting and Open Space
L5.01 Planting Imagery

## PROJECT TEAM

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 PASADINA, CA 91101  
 TEL. 626 795 2008

2014427.00 | September 11, 2020

togawa smith martin, inc. | www.tsminc.com





## Project Summary

Address	Existing Zoning	Proposed Zoning	Lot Area	General Plan Designation	Max. Density	Proposed Density	Buildable Area	Max. Floor Area	Proposed Floor Area
6220-6224 Yucca	C4-2D-SN	C2-2-SN	19,707.2 sf	Regional Center	19,707.2 sf / 200* = = <b>99 Units</b> * Per LAMC 12.22.A18	<b>New Construction</b> Studio - 21 Units 1 Bed - 128 Units 2 Bed - 110 Units Suite - 10 Units <b>Total - 269 Units</b>	19,707.2 sf (=Lot Area)	<b>48,022.5 sf x 6 = 288,135 sf</b> <b>x 1.1 (10%**) = 316,948.5 sf</b>	312,246 Sf (New Construction) + 4,702 sf (Existing Buildings along Vista Del Mar) = <b>316,948 sf ***</b> <b>(FAR = 6.6 : 1)</b>  *** ZA 2007-3430 (ZAI) Page 4 Rule #2 - If the angle created by the two exterior walls that border a corner balcony or deck is at least 90 degrees then the perimeter shall follow the exterior walls. The projecting portion shall not be considered part of the building and thus assumed to not create floor area.
6210-6216 Yucca	R4-2D	C2-2	19,714.7 sf		19,714.7 sf / 200* = = <b>99 Units</b> * Per LAMC 12.22.A18		19,714.7 sf (=Lot Area)		
1777-1779 N. Vista del Mar 1771 N. Vista del Mar 1765 N. Vista del Mar	[Q]R3-1XL	R3-2	10,941.9 sf	Medium Residential	10,941.9 sf / 800 = = <b>14 Units</b>	8,600.6 sf (=Lot Area - setbacks for 1 story bldg.)			
			<b>50,363.8 sf (1.16 Acres)</b>		<b>212 + 59 = 271 Units</b> (27.5% density bonus with 8% VLI units)	<b>271 Units</b>	<b>48,022.5 sf</b>		

### Legal Description

Real Property in the City of Los Angeles, County of Los Angeles, State of California, described as follows:

Parcel 1:

That portion of Lot 1 of Tract No. 2209, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in book 22 page 37 of Maps, in the Office of the County Recorder of said county, described as follows:

Beginning at the southwesterly corner of said Lot 1; thence easterly along the southerly line of said lot, a distance of 86 feet to the intersection thereof with a line parallel with and distant 14 feet westerly measured at right angles from the easterly line of said lot; thence north 00 degrees 13 minutes 50 seconds west along said parallel line, a distance of 28.70 feet; thence northwesterly and westerly along a tangent curve concave southwesterly and having a radius of 5.82 feet, through an angle of 95 degrees 13 minutes 12 seconds, an arc distance of 9.67 feet to a point of reverse curve; thence westerly along a tangent curve concave northerly and having a radius of 428 feet, through an angle of 05 degrees 14 minutes 53 seconds, an arc distance of 39.20 feet; thence tangent south 89 degrees 47 minutes 51 seconds west, a distance of 40.50 feet to a point on the westerly line of said lot, distant thereon 33.09 feet northerly from said southwesterly corner; thence southerly along said westerly line, a distance of 33.09 to the point of beginning.

Except therefrom all oil, gas and other minerals in and under said land, lying beneath a plane which is 500 feet below the surface of said land, but without the right of entry from the surface thereof, or from any point within 500 feet of said surface, reserved by Trangniew Inc., in deed recorded January 6, 1977 as instrument No. 77-16879.

Parcel 2:

Lot 3 of Tract No. 2209, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in book 22 page 37 of Maps, in the Office of the County Recorder of said County.

Except therefrom any part contained within the lines of Vista Del Mar Avenue.

Parcel 3:

Lots 1, 3 and the north 17 feet of Lots 2 and 4 of Tract No. 10149, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in book 163 pages 17 through 19 inclusive of Maps, in the Office of the County Recorder of said county.

Except that portion of Lots 1 and 3 as deeded to the State of California for road purposes, by deed recorded June 13, 1951 as instrument No. 3378, in book 36524 page 312 of official records.

Lot 5 of Tract No. 2209, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in book 22 page 37 of Maps, in the Office of the County Recorder of said County.

The above described parcels are the same land described in North American Title Company amended preliminary title report number 1264869, dated October 21, 2013.

### Project Description:

Construct a 30-story, 269 dwelling unit, multiple family residential building with 7,760 sf of ground floor and second floor commercial uses.

### Maximum Height under Proposed Zoning

C2-2 - No height or story limit  
R3-2 - 75 ft

### Proposed Height

348 ft to top of Parapet (30 Levels)

### Setbacks Required: 0 ft per LAMC Section 12.14-C and 12.22-A.18(c)(3).

### Open Space Required = 30,400 sf

Studio - 21 Units x 100 sf = 2,100 sf  
1 Bed - 128 Units x 100 sf = 12,800 sf  
2 Bed - 110 Units x 125 sf = 13,750 sf  
Suite - 10 Units x 175 sf = 1,750 sf

### Open Space Provided = 30,400 sf

Podium Courtyard = 14,720 sf  
Ground Level Open Space = 2,820 sf  
Amenity = 5,850 sf  
Roof Garden = 6,260 sf  
Private Balconies = 15 Units x 50 sf = 750 sf

### Trees Required / Provided per LAMC 12.21-G

One 24-inch box tree for every four dwelling units  
271 Units / 4 = **68 Trees**

### Parking Required = 405 Spaces

#### Residential\* = 389 Spaces

Studio - 21 Units x 1.0 Space = 21 Spaces  
1 Bed -128 Units x 1.0 Space = 128 Spaces  
2 Bed -110 Units x 2.0 Spaces = 220 Spaces  
Suite - 10 Units x 2.0 Spaces = 20 Spaces

\*Residential parking provided pursuant to LAMC Section 12.22-A.25.d.1 Parking Option 1

#### Commercial Parking Required = 16 Spaces

Commercial - 7,760 sf / 500 = 16 Spaces

### Parking Provided = 414 Spaces

Density Bonus Incentives Requested:  
Project providing 8% VLI units. Pursuant to LAMC Sec. 12.22-A.25(f), 1 incentive is allowed.

1. Increase floor area ratio by 10%.  
(Up to 27.5% FAR increase available)

\*\*\* In order for this interpretation to apply to a particular project a "Covenant and Agreement Regarding Maintenance of Building" must be approved by LADBS and recorded with the Los Angeles County Recorder. The Covenant and Agreement must state that the balcony or deck must remain unenclosed except for the guard rails required by the Building Code and that the area beneath shall not be used for any occupancy.

### Bike Parking Required / Provided

Residential	Short Term	Long Term
1-25 Units	25 Units/10 = 2	25 Units/1 = 25
25-100 Units	75 Units/15 = 5	75 Units/1.5 = 50
101-200 Units	100 Units/20 = 5	100 Units/2 = 50
+200 Units	69 Units/40 = 2	69 Units/4 = 17
	<b>14 Spaces</b>	<b>142 Spaces</b>

Commercial	Short Term	Long Term
	7,760 / 2,000 = 4	7,760 / 2,000 = 4
	<b>4 Spaces</b>	<b>4 Spaces</b>

### Parking & Bike Parking Allocation

Level	# Parking	# Bike Parking
5th	71 Spaces	-
4th	89 Spaces	-
3rd	89 Spaces	-
2nd	43 Spaces	128 Spaces
1st	67 Spaces	36 Spaces
P1	55 Spaces	-
<b>Total</b>	<b>414 Spaces</b>	<b>164 Spaces</b>



**6220 WEST YUCCA**

Los Angeles, CA 90028 (APN 5546-031-007, -008, -027, -031)

CHAMPION REAL ESTATE COMPANY

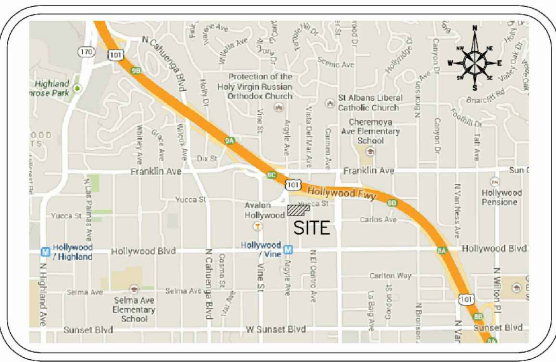
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2014427.00 | September 11, 2020

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PROJECT SUMMARY

A0.00



VICINITY MAP

ZONING INFORMATION

LISTED BELOW ARE SETBACK, HEIGHT, AND FLOOR SPACE AREA RESTRICTIONS AS DISCLOSED BY APPLICABLE ZONING OR BUILDING CODES (BEYOND THOSE REQUIRED UNDER PARAGRAPH 5d OF THE ALTA STANDARDS) UNLESS "NONE" IS STATED BELOW. THE SOURCE OF THIS INFORMATION IS THE CITY OF LOS ANGELES NAVIGATE LA WEBSITE AND CITY OF LOS ANGELES GENERALIZED SUMMARY OF ZONING REGULATIONS.

THE PROPERTY DESCRIBED HEREON LIES WITHIN SEVERAL DIFFERENT ZONING CLASSIFICATIONS AS FOLLOWS:

LOTS 1 AND 3 OF TRACT NO. 2209 ARE ZONED [Q]R3-1XL (MULTIPLE DWELLING-HEIGHT DISTRICT 1XL).\*

GENERAL DEVELOPMENT STANDARDS FOR THE R3-1XL ZONE ARE AS FOLLOWS:

1. MAXIMUM BUILDING HEIGHT - 30 FEET/2 STORIES
2. MINIMUM FRONT YARD - 15 FEET; 10 FEET FOR KEY LOTS
3. MINIMUM SIDE YARD - 10% OF LOT WIDTH FOR LOTS LESS THAN 50 FEET (3 FEET MINIMUM); 5 FEET PLUS 1 FOOT FOR EACH STORY OVER 2ND (16 FEET MAXIMUM)
4. MINIMUM REAR YARD - 15 FEET
5. MINIMUM LOT AREA - 5,000 SQ. FT.
6. MINIMUM AREA PER DWELLING UNIT - 800 SQ. FT. (500 SQ. FT. PER GUEST ROOM)
7. MINIMUM LOT WIDTH - 50 FEET
8. FLOOR AREA RATIO - 3:1 FAR

\*NOTE THAT THE [Q] IN FRONT OF THE ZONING CLASSIFICATION INDICATES THAT THERE ARE RESTRICTIONS ON THE PROPERTY AS A RESULT OF A ZONE CHANGE, TO ENSURE COMPATIBILITY WITH SURROUNDING PROPERTY.

LOT 1 OF TRACT NO. 10149 IS ZONED R4-2D (MULTIPLE DWELLING-HEIGHT DISTRICT 2 WITH DEVELOPMENT LIMITATION).\*\*

GENERAL DEVELOPMENT STANDARDS FOR THE R4-2 ZONE ARE AS FOLLOWS:

1. MAXIMUM BUILDING HEIGHT - NONE
2. MINIMUM FRONT YARD - 15 FEET; 10 FEET FOR KEY LOTS
3. MINIMUM SIDE YARD - 10% OF LOT WIDTH FOR LOTS LESS THAN 50 FEET (3 FEET MINIMUM); 5 FEET PLUS 1 FOOT FOR EACH STORY OVER 2ND (16.00 FEET MAXIMUM)
4. MINIMUM REAR YARD - 15 FEET PLUS 1 FOOT FOR EACH STORY OVER THIRD (20 FEET MAXIMUM)
5. MINIMUM LOT AREA - 5,000 SQ. FT.
6. MINIMUM AREA PER DWELLING UNIT - 400 SQ. FT. (200 SQ. FT. PER GUEST ROOM)
7. MINIMUM LOT WIDTH - 50 FEET
8. FLOOR AREA RATIO - 6:1 FAR

LOT 3 OF TRACT NO. 10149 IS ZONED C4-2D-SN (COMMERCIAL-HEIGHT DISTRICT 2 WITH DEVELOPMENT LIMITATION-SIGN SUPPLEMENTAL USE DISTRICT).\*\*

GENERAL DEVELOPMENT STANDARDS FOR THE C4-2 ZONE ARE AS FOLLOWS:

1. MAXIMUM BUILDING HEIGHT - NONE
2. MINIMUM FRONT YARD - NONE
3. MINIMUM SIDE YARD - FOR COMMERCIAL PURPOSES: NONE - FOR RESIDENTIAL PURPOSES: 10% OF LOT WIDTH FOR LOTS LESS THAN 50 FEET (3 FEET MINIMUM); 5 FEET PLUS 1 FOOT FOR EACH STORY OVER 2ND (16.00 FEET MAXIMUM) AT LOWEST RESIDENTIAL STORY
4. MINIMUM REAR YARD - FOR COMMERCIAL PURPOSES: NONE - FOR RESIDENTIAL PURPOSES: 15 FEET PLUS 1 FOOT FOR EACH STORY OVER THIRD (20.00 FEET MAXIMUM) AT LOWEST RESIDENTIAL STORY
5. MINIMUM LOT AREA - FOR COMMERCIAL PURPOSES: NONE - FOR RESIDENTIAL PURPOSES: 5,000 SQ. FT.
6. MINIMUM AREA PER DWELLING UNIT - FOR COMMERCIAL USES: NONE - FOR RESIDENTIAL USES: 400 SQ. FT. (200 SQ. FT. PER GUEST ROOM)
7. MINIMUM LOT WIDTH - FOR COMMERCIAL USES: NONE - FOR RESIDENTIAL PURPOSES: 50 FEET
8. FLOOR AREA RATIO - 6:1 FAR

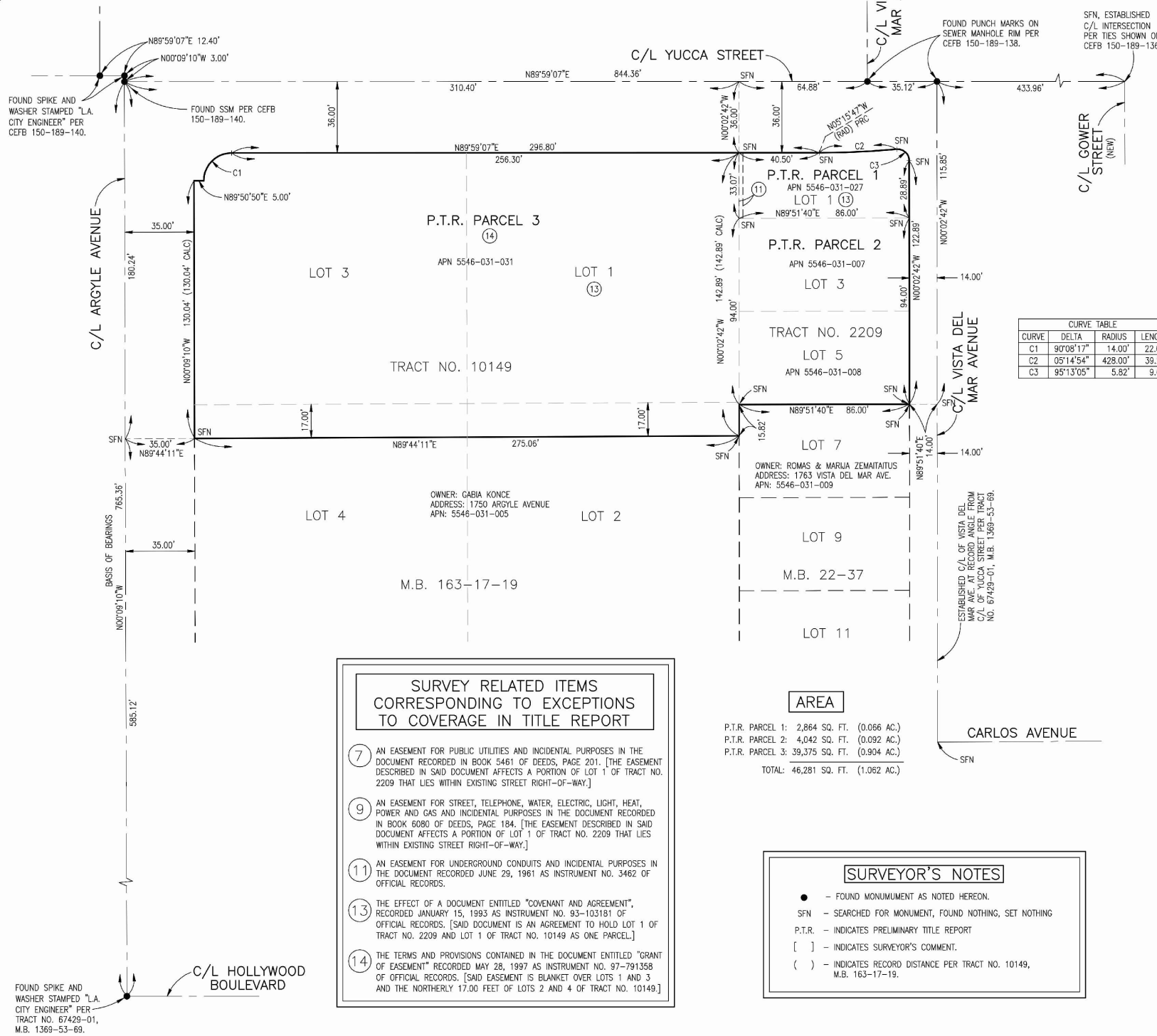
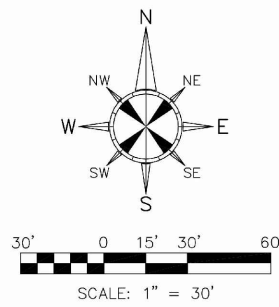
\*\*NOTE THAT THE "D" AFTER THE HEIGHT DISTRICT DESIGNATION INDICATES THERE ARE HEIGHT, FLOOR AREA RATIO, PERCENT OF LOT COVERAGE AND BUILDING SETBACK RESTRICTIONS ON THE PROPERTY.

[ALL THE PROPERTIES LISTED ABOVE HAVE DEVELOPMENT STANDARDS BEYOND WHAT ARE CALLED FOR IN THE GENERAL ZONING REGULATIONS. FOR THE EXACT DEVELOPMENT STANDARDS AFFECTING THESE PROPERTIES THE LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY SHOULD BE CONSULTED.]

MISCELLANEOUS NOTES

- (N1) THE BASIS OF BEARINGS OF THIS SURVEY IS BASED ON THE CENTERLINE OF ARGYLE AVENUE AS SHOWN ON TRACT NO. 67429-01 RECORDED IN BOOK 1369, PAGES 53 THROUGH 69 OF MAPS, RECORDS OF LOS ANGELES COUNTY, BEING HELD AS NORTH 00°09'10" WEST AS SHOWN ON SAID MAP.
- (N2) THE TABLE BELOW DESCRIBES THE TYPE AND NUMBER OF PARKING STALLS ENTIRELY WITHIN PROPERTY BOUNDARY. STALLS THAT ARE PARTIALLY WITHIN BOUNDARY ARE LISTED UNDER THE HEADING "PARTIAL". PARTIAL STALLS ARE NOT COUNTED IN THE TOTAL.
- (N3) DURING OUR FIELD SITE VISIT, THERE WAS NOT OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.
- (N4) THERE WAS NOT ANY CHANGES IN STREET RIGHT-OF-WAY LINES EITHER COMPLETED OR PROPOSED, AND AVAILABLE FROM CONTROLLING JURISDICTION OR EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION REPAIRS.
- (N5) DURING OUR FIELD SITE VISIT, THERE WAS NOT OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP, OR SANITARY LANDFILL.
- (N6) THE PROPERTY IS LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF ARGYLE AVENUE AND YUCCA STREET.

PARKING				
REGULAR	HANDICAP	BUS	PARTIAL	TOTAL
43	0	0	0	43



TITLE REPORT LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 1:  
 THAT PORTION OF LOT 1 OF TRACT NO. 2209, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGE 37 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:  
 BEGINNING AT THE SOUTHWESTERLY CORNER OF SAID LOT 1; THENCE EASTERLY ALONG THE SOUTHERLY LINE OF SAID LOT, A DISTANCE OF 86 FEET TO THE INTERSECTION THEREOF WITH A LINE PARALLEL WITH AND DISTANT 14 FEET WESTERLY MEASURED AT RIGHT ANGLES FROM THE EASTERLY LINE OF SAID LOT; THENCE NORTH 00 DEGREES 13 MINUTES 50 SECONDS WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 28.70 FEET; THENCE NORTHWESTERLY AND WESTERLY ALONG A TANGENT CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 5.82 FEET, THROUGH AN ANGLE OF 95 DEGREES 13 MINUTES 12 SECONDS, AN ARC DISTANCE OF 9.67 FEET TO A POINT OF REVERSE CURVE; THENCE WESTERLY ALONG A TANGENT CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 428 FEET, THROUGH AN ANGLE OF 05 DEGREES 14 MINUTES 53 SECONDS, AN ARC DISTANCE OF 39.20 FEET; THENCE TANGENT SOUTH 89 DEGREES 47 MINUTES 51 SECONDS WEST, A DISTANCE OF 40.50 FEET TO A POINT ON THE WESTERLY LINE OF SAID LOT, DISTANT THEREON 33.09 FEET NORTHERLY FROM SAID SOUTHWESTERLY CORNER; THENCE SOUTHERLY ALONG SAID WESTERLY LINE, A DISTANCE OF 33.09 TO THE POINT OF BEGINNING.

EXCEPT THEREFROM ALL OIL, GAS AND OTHER MINERALS IN AND UNDER SAID LAND, LYING BENEATH A PLANE WHICH IS 500 FEET BELOW THE SURFACE OF SAID LAND, BUT WITHOUT THE RIGHT OF ENTRY FROM THE SURFACE THEREOF OR FROM ANY POINT WITHIN 500 FEET OF SAID SURFACE, RESERVED BY TRANSGEN INC., IN DEED RECORDED JANUARY 6, 1977 AS INSTRUMENT NO. 77-16879.

PARCEL 2:  
 LOT 3 OF TRACT NO. 2209, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGE 37 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ANY PART CONTAINED WITHIN THE LINES OF VISTA DEL MAR AVENUE.

PARCEL 3:  
 LOTS 1, 3 AND THE NORTH 17 FEET OF LOTS 2 AND 4 OF TRACT NO. 10149, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 183 PAGES 17 THROUGH 19 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION OF LOTS 1 AND 3 AS DEEDED TO THE STATE OF CALIFORNIA FOR ROAD PURPOSES, BY DEED RECORDED JUNE 13, 1951 AS INSTRUMENT NO. 3378, IN BOOK 36524 PAGE 312 OF OFFICIAL RECORDS.

LOT 5 OF TRACT NO. 2209, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGE 37 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

THE ABOVE DESCRIBED PARCELS ARE THE SAME LAND DESCRIBED IN NORTH AMERICAN TITLE COMPANY AMENDED PRELIMINARY TITLE REPORT NUMBER 1264869, DATED OCTOBER 21, 2013.

UTILITY NOTE

THE LOCATIONS OF UTILITIES ARE SHOWN HEREON BY OBSERVED EVIDENCE ONLY.

FLOOD ZONE

A FIELD SURVEY WAS NOT CONDUCTED TO DETERMINE THE FLOOD ZONE AREAS. ANY FLOOD ZONE LINES DISTINGUISHING BETWEEN FLOOD AREAS ARE GRAPHICALLY PLOTTED FROM FEMA FLOOD INSURANCE RATE MAPS (FIRM). A FLOOD ELEVATION CERTIFICATE MAY BE NEEDED TO DETERMINE OR VERIFY THE LOCATION OF THE FLOOD AREAS. THE SUBJECT PROPERTY'S COMMUNITY DOES PARTICIPATE IN THE PROGRAM. IT IS DETERMINED THAT THE SUBJECT PROPERTY RESIDES IN THE FOLLOWING FLOOD ZONE "X" AS DETERMINED BY OR SHOWN BY FIRM COMMUNITY PANEL NO. 0601371605F (CITY OF LOS ANGELES) DATED SEPTEMBER 26, 2008 AND IS NOT IN A FLOOD ZONE AREA.

SURVEY RELATED ITEMS CORRESPONDING TO EXCEPTIONS TO COVERAGE IN TITLE REPORT

- (7) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED IN BOOK 5461 OF DEEDS, PAGE 201. [THE EASEMENT DESCRIBED IN SAID DOCUMENT AFFECTS A PORTION OF LOT 1 OF TRACT NO. 2209 THAT LIES WITHIN EXISTING STREET RIGHT-OF-WAY.]
- (9) AN EASEMENT FOR STREET, TELEPHONE, WATER, ELECTRIC, LIGHT, HEAT, POWER AND GAS AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED IN BOOK 6080 OF DEEDS, PAGE 184. [THE EASEMENT DESCRIBED IN SAID DOCUMENT AFFECTS A PORTION OF LOT 1 OF TRACT NO. 2209 THAT LIES WITHIN EXISTING STREET RIGHT-OF-WAY.]
- (11) AN EASEMENT FOR UNDERGROUND CONDUITS AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED JUNE 29, 1961 AS INSTRUMENT NO. 3462 OF OFFICIAL RECORDS.
- (13) THE EFFECT OF A DOCUMENT ENTITLED "COVENANT AND AGREEMENT", RECORDED JANUARY 15, 1993 AS INSTRUMENT NO. 93-103181 OF OFFICIAL RECORDS. [SAID DOCUMENT IS AN AGREEMENT TO HOLD LOT 1 OF TRACT NO. 2209 AND LOT 1 OF TRACT NO. 10149 AS ONE PARCEL.]
- (14) THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "GRANT OF EASEMENT" RECORDED MAY 28, 1997 AS INSTRUMENT NO. 97-791358 OF OFFICIAL RECORDS. [SAID EASEMENT IS BLANKET OVER LOTS 1 AND 3 AND THE NORTHERLY 17.00 FEET OF LOTS 2 AND 4 OF TRACT NO. 10149.]

AREA

P.T.R. PARCEL 1: 2,864 SQ. FT. (0.066 AC.)  
 P.T.R. PARCEL 2: 4,042 SQ. FT. (0.092 AC.)  
 P.T.R. PARCEL 3: 39,375 SQ. FT. (0.904 AC.)  
 TOTAL: 46,281 SQ. FT. (1.062 AC.)

SURVEYOR'S NOTES

- - FOUND MONUMENT AS NOTED HEREON.
- SFN - SEARCHED FOR MONUMENT, FOUND NOTHING, SET NOTHING
- P.T.R. - INDICATES PRELIMINARY TITLE REPORT
- [ ] - INDICATES SURVEYOR'S COMMENT.
- ( ) - INDICATES RECORD DISTANCE PER TRACT NO. 10149, M.B. 163-17-19.

ALTA/ACSM LAND TITLE SURVEY

FOR  
 6220 WEST YUCCA STREET  
 LOS ANGELES, CALIFORNIA 90028

PARTNER PROJECT NUMBER 13-1131122  
 ALTA SURVEY BASED AND RELIED ON NORTH AMERICAN TITLE COMPANY AMENDED PRELIMINARY TITLE REPORT NUMBER 1264869, CONTAINING AN EFFECTIVE DATE OF OCTOBER 21, 2013 AND TIME OF 7:30 A.M.

CERTIFICATION

TO CHAMPION REAL ESTATE COMPANY AND NORTH AMERICAN TITLE COMPANY:  
 THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6b, 7a, 7b1, 7c, 8, 9, 11a, 13, 14, 15, 17 AND 18 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON DECEMBER 10, 2013.

DATE OF PLAT OR MAP: DECEMBER 17, 2013



SURVEYOR: CHRISTOPHER W. DANIELS  
 REGISTRATION NUMBER: 6328  
 STATE OF REGISTRATION: CALIFORNIA  
 FIELD DATE OF SURVEY: 12/10/2013  
 LATEST REVISION DATE: N/A

**PARTNER** Engineering and Science, Inc.  
 1761 E. GARRY AVENUE  
 SANTA ANA, CA 92705  
 T 949-930-9095  
 cdaniels@partneresi.com



**6220 WEST YUCCA** Los Angeles, CA 90028 (APN 5546-031-007, -008, -027, -031)

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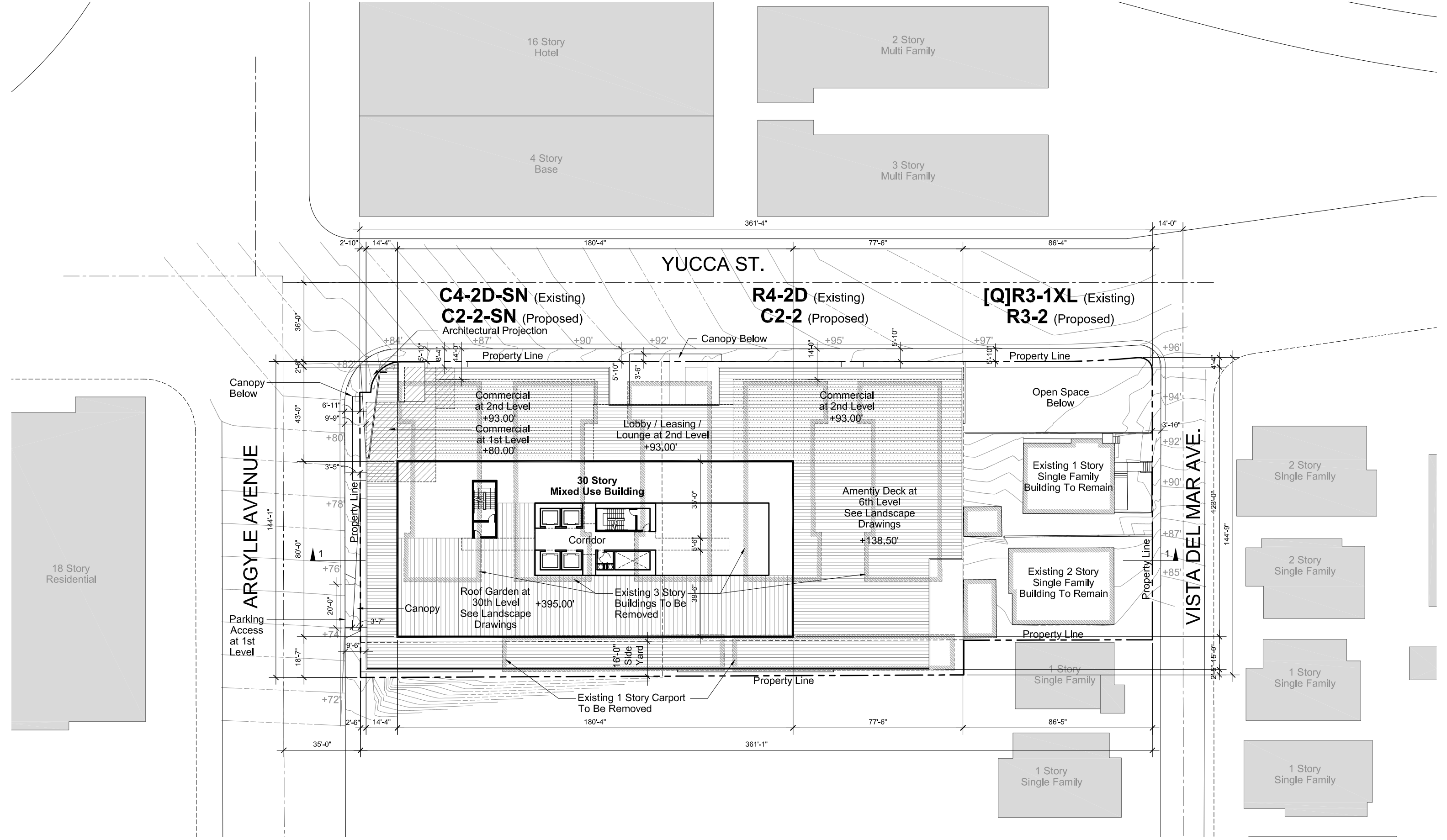
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SURVEY

A0.01





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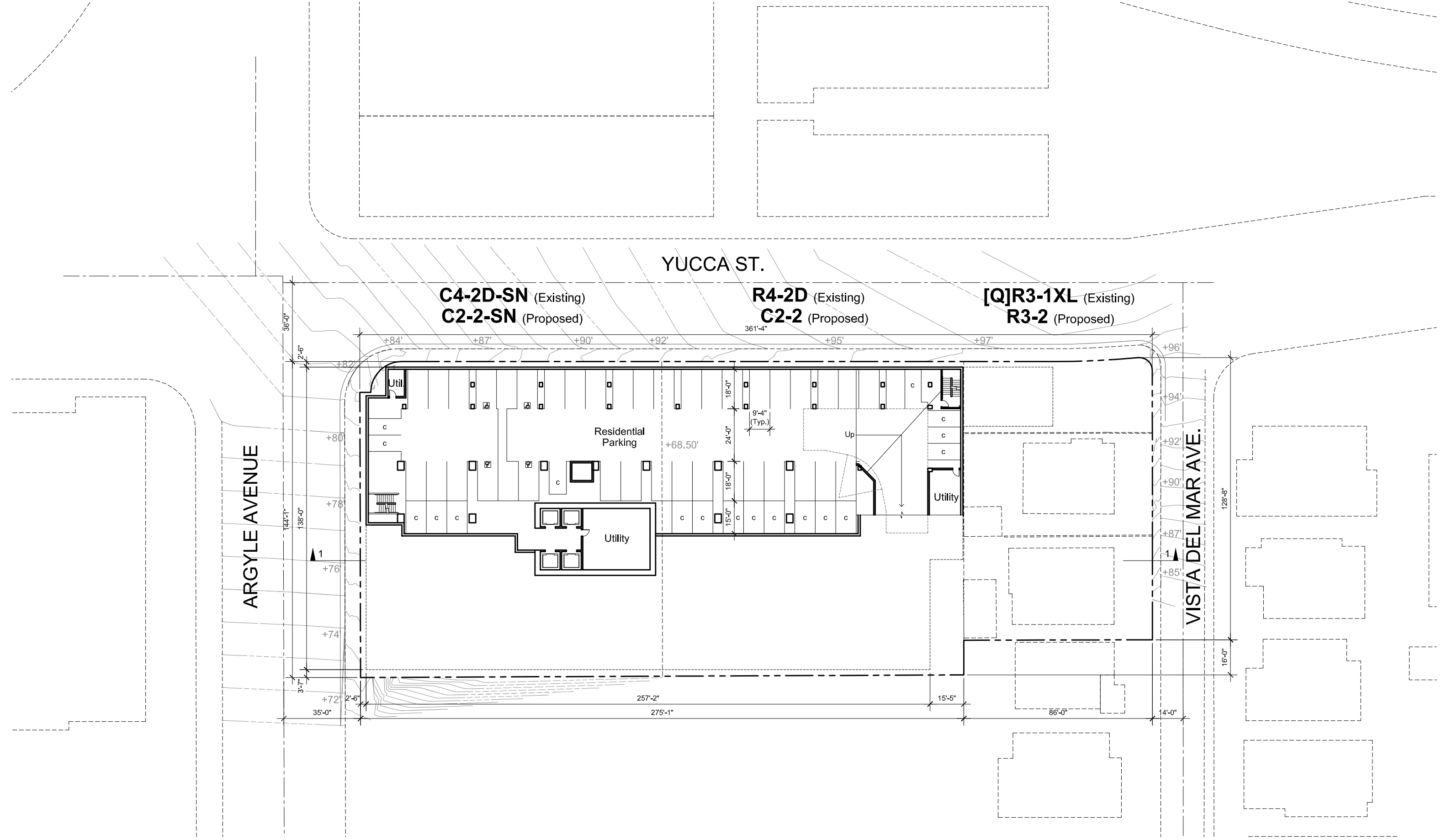
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**PLOT PLAN**  
**A1.00**



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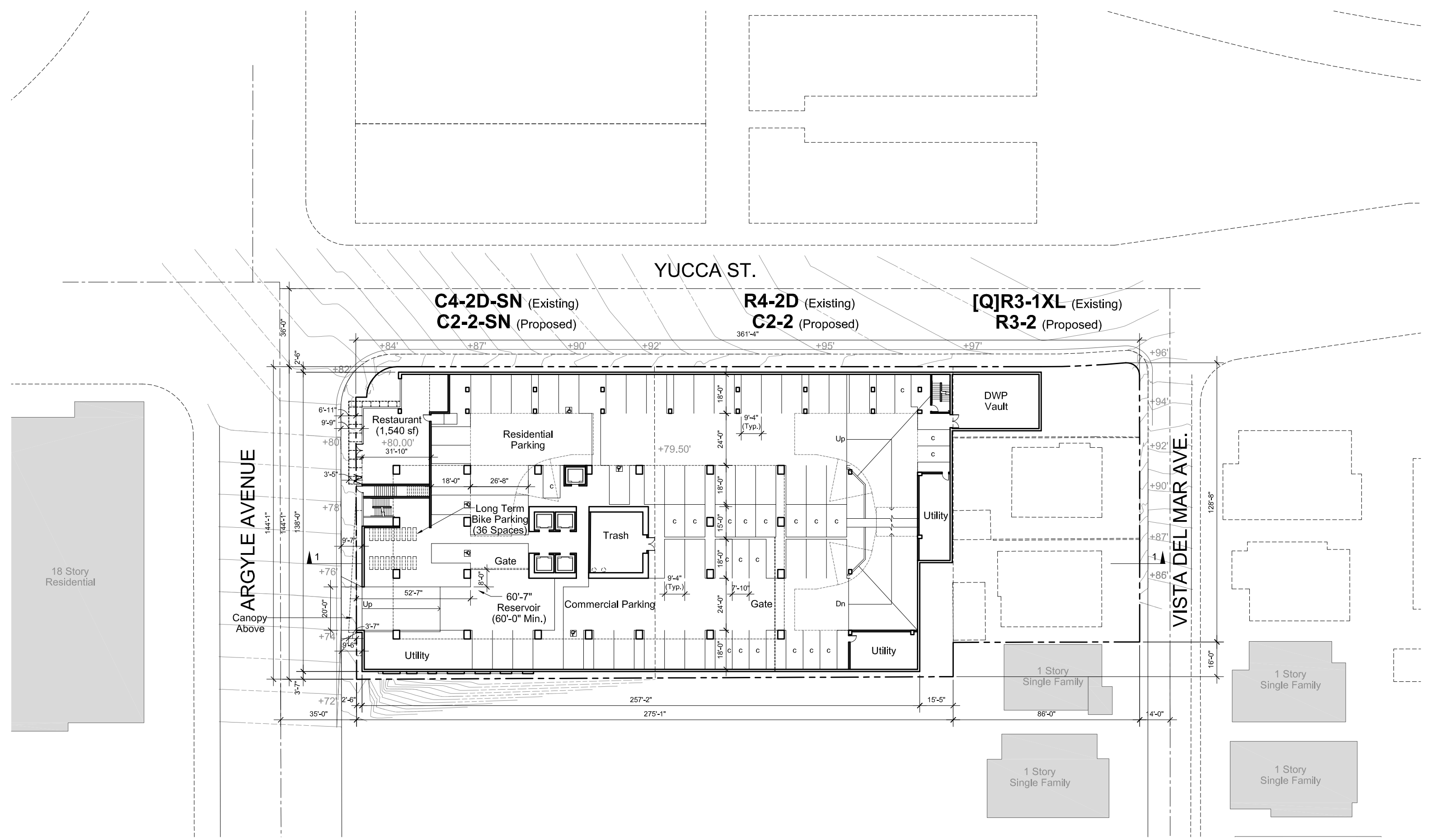
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**P1 LEVEL PLAN**

**A1.01**



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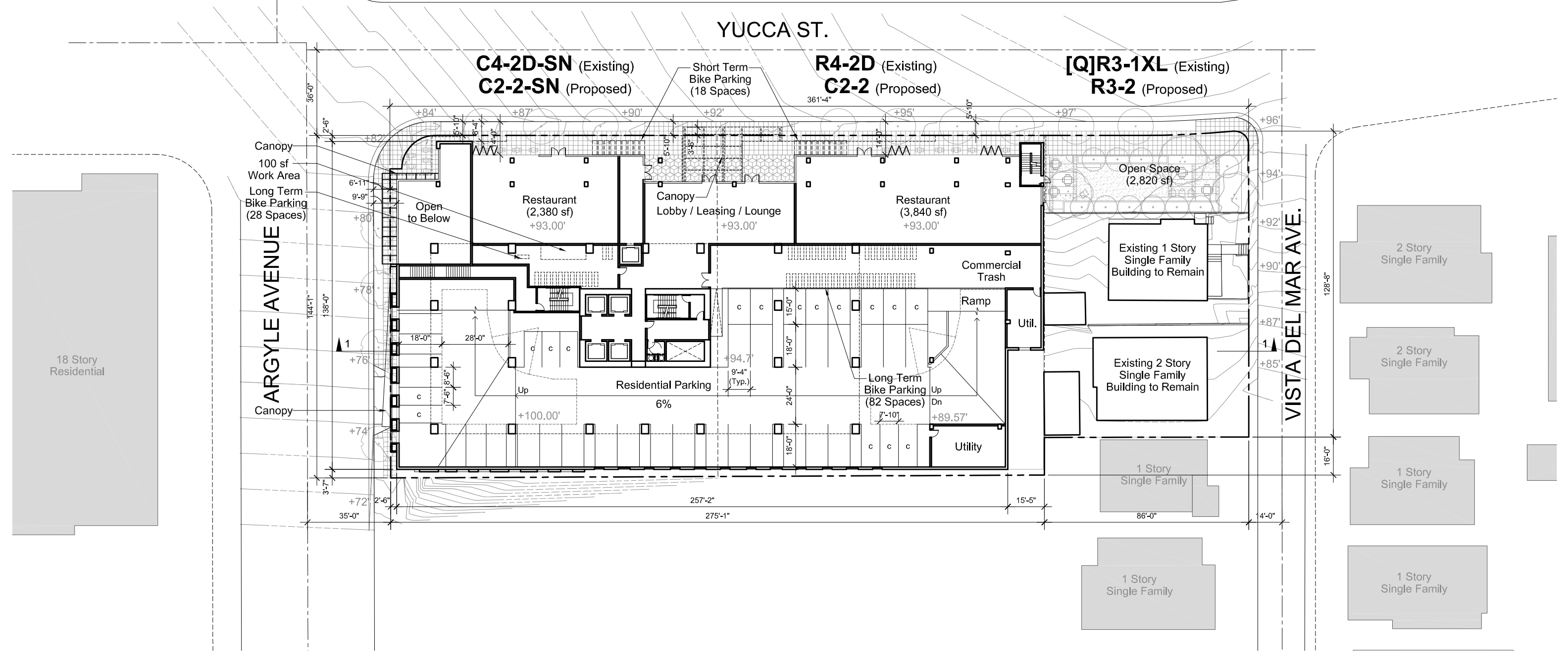
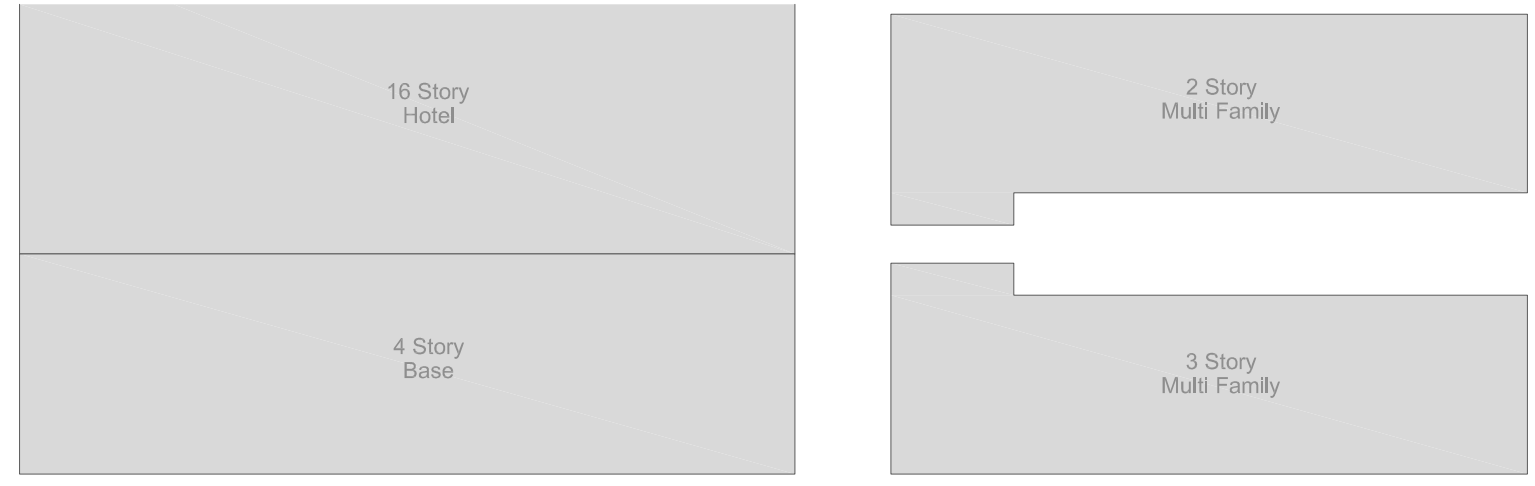
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**1ST LEVEL PLAN**

**A1.02**





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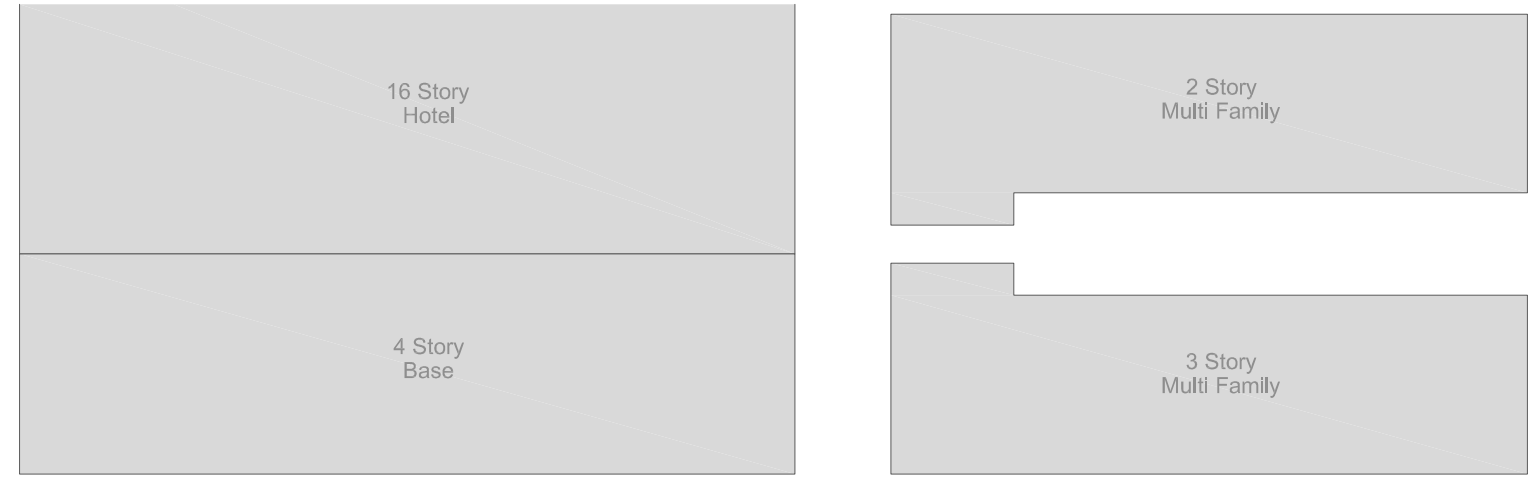
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**2ND LEVEL PLAN**

**A1.03**

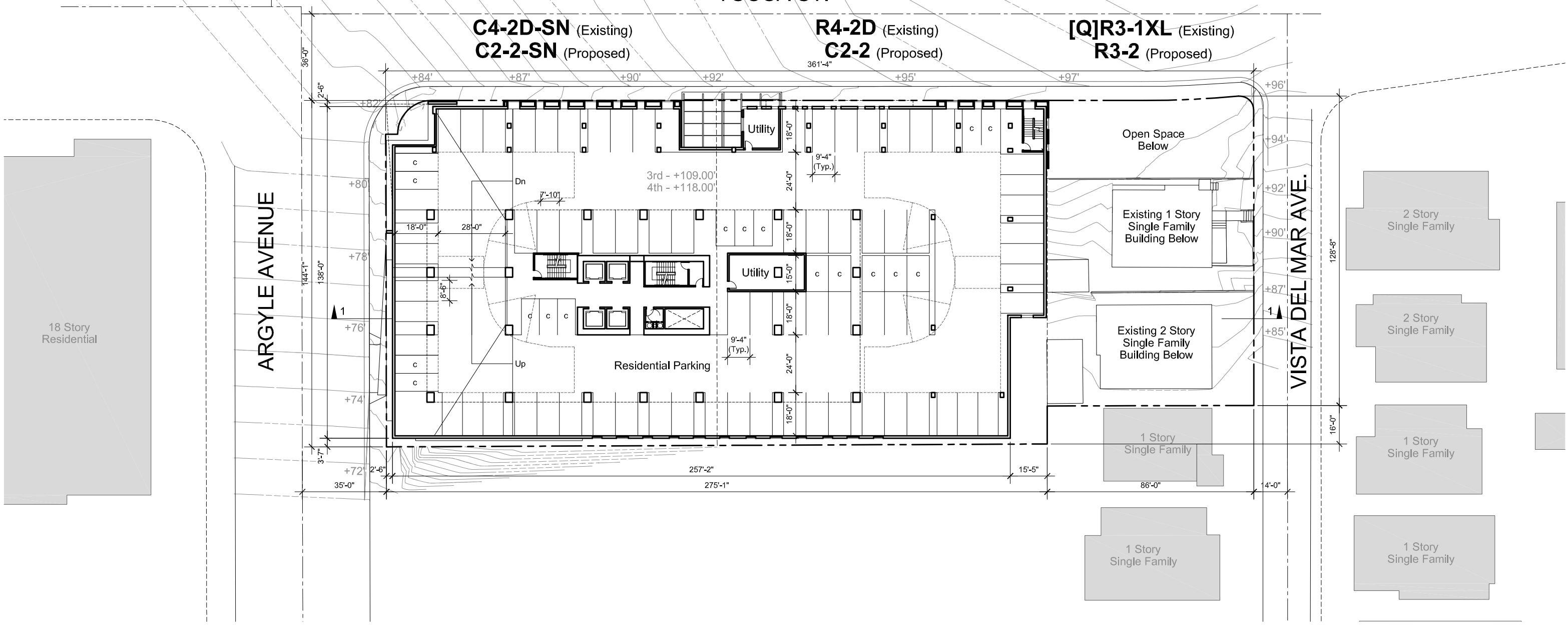


YUCCA ST.

**C4-2D-SN** (Existing)  
**C2-2-SN** (Proposed)

**R4-2D** (Existing)  
**C2-2** (Proposed)

**[Q]R3-1XL** (Existing)  
**R3-2** (Proposed)



ARGYLE AVENUE

VISTA DEL MAR AVE.

18 Story Residential

2 Story Single Family

2 Story Single Family

1 Story Single Family

1 Story Single Family

1 Story Single Family

1 Story Single Family

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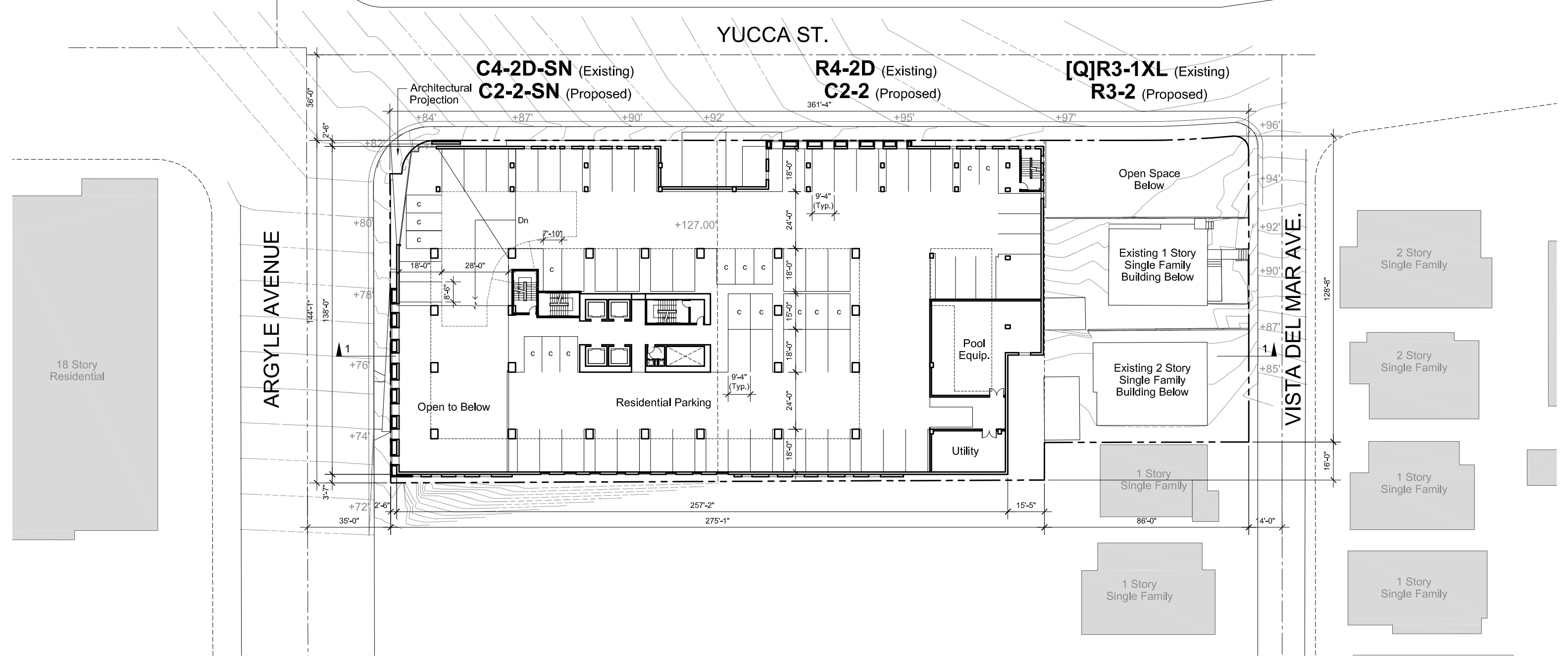
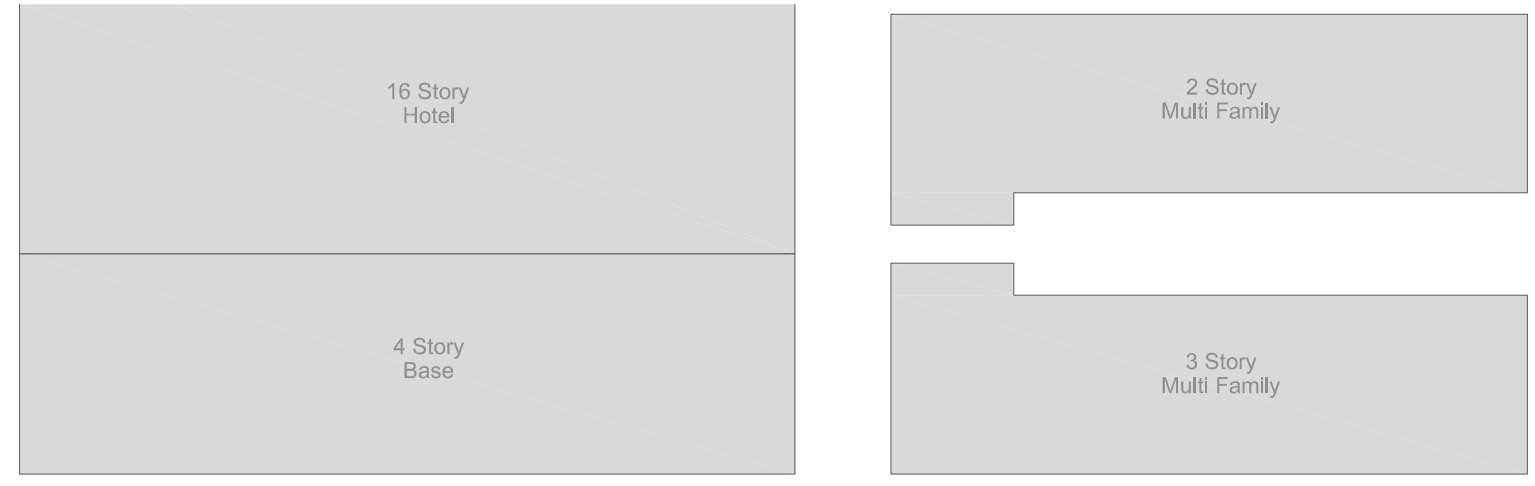
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**A1.04**

**3RD -4TH LEVEL PLAN**





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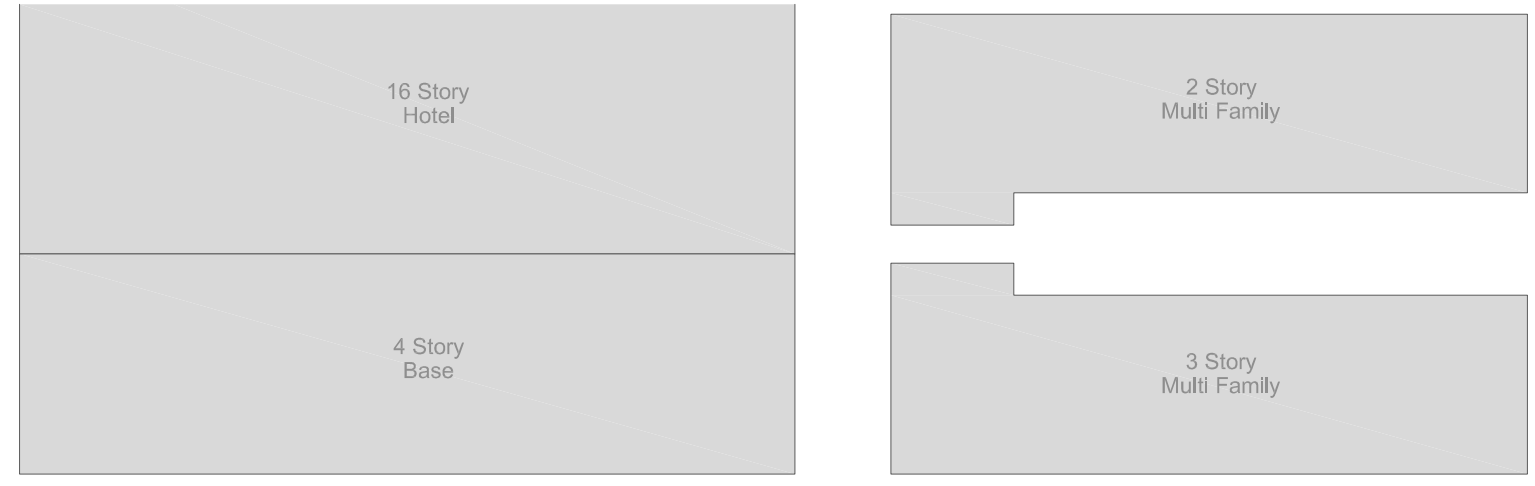
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**5TH LEVEL PLAN**

**A1.05**



YUCCA ST.

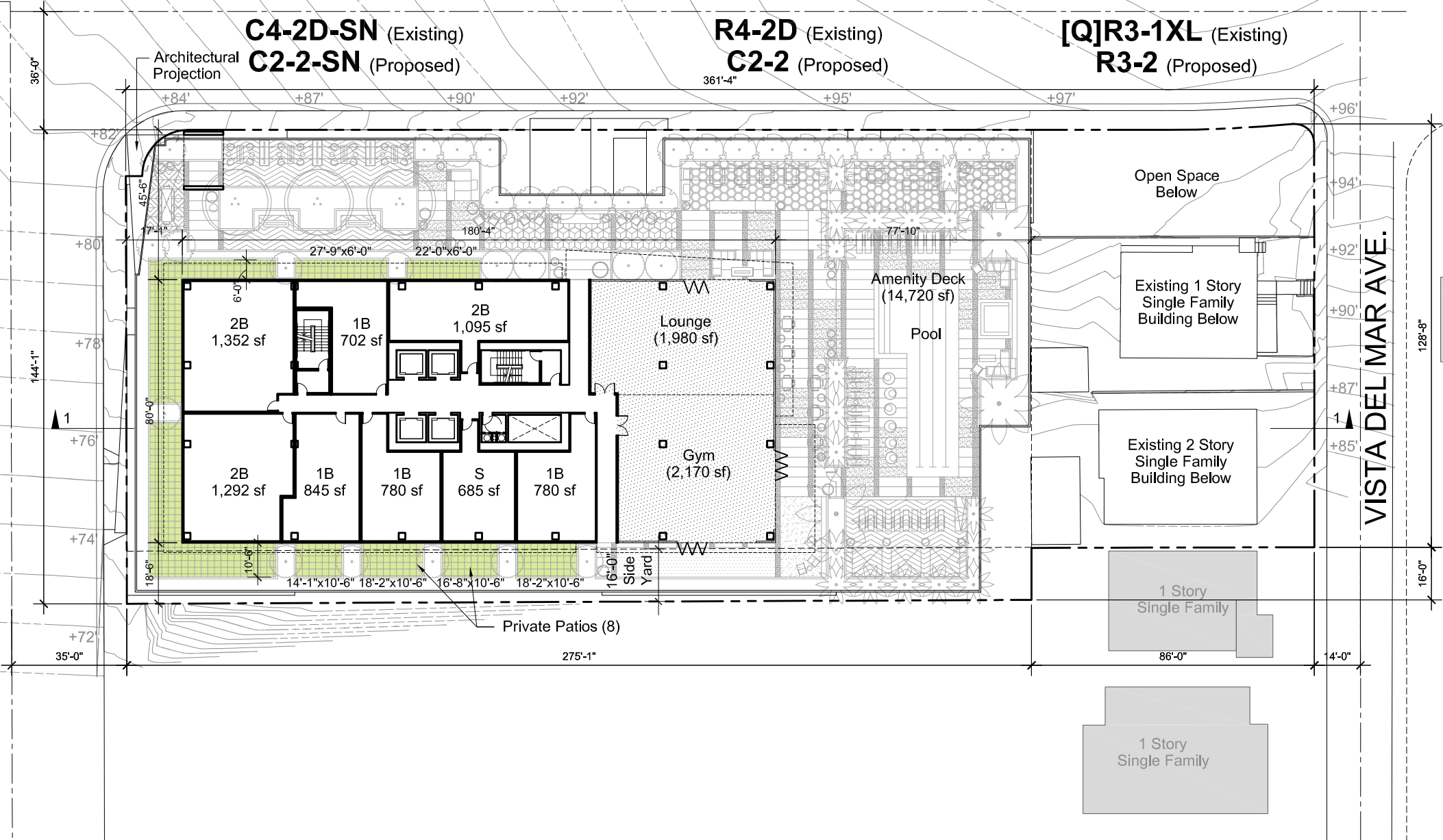
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**C2-2** (Proposed)

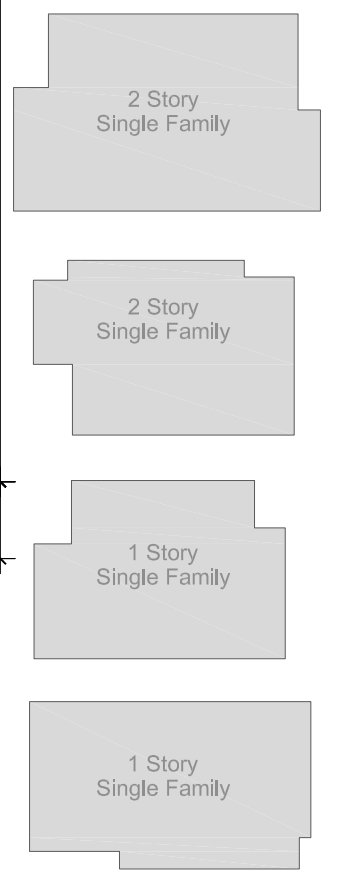
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**R3-2** (Proposed)



ARGYLE AVENUE



VISTA DEL MAR AVE.



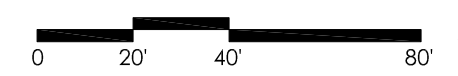
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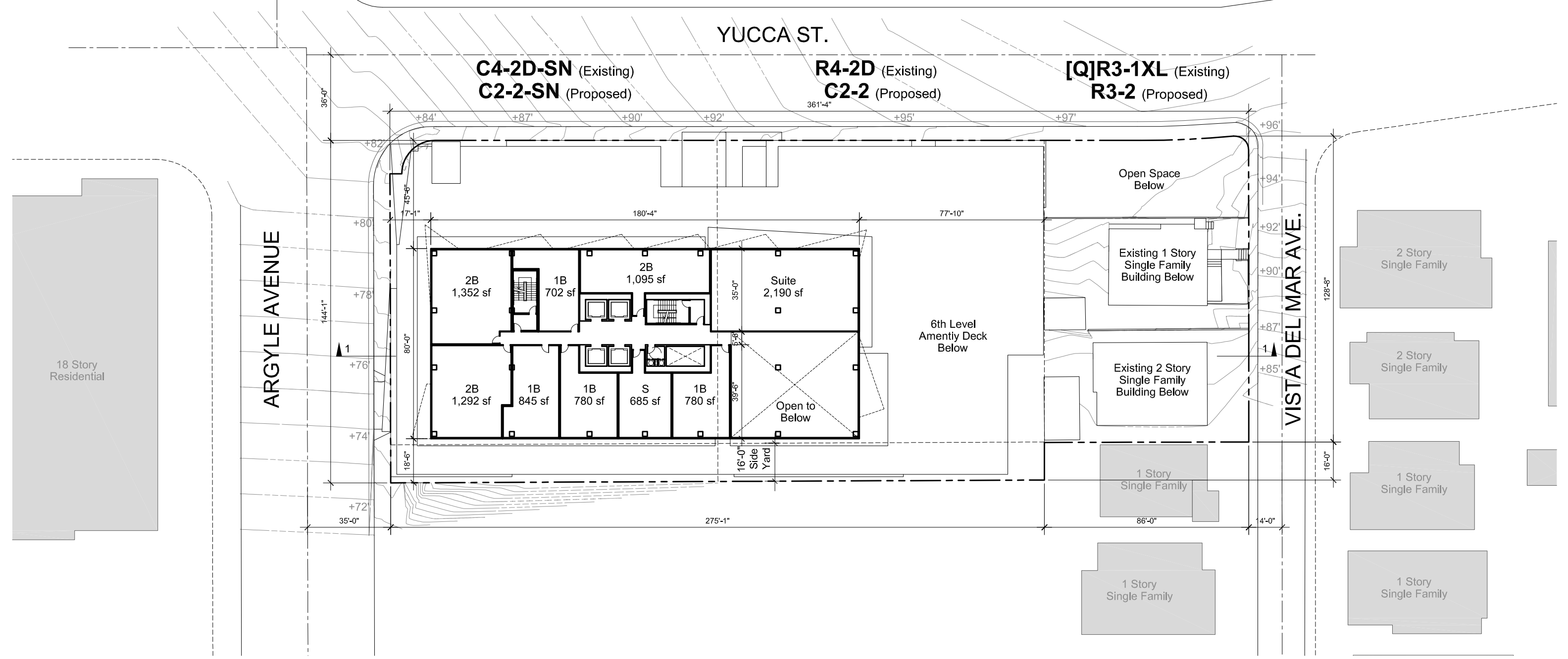
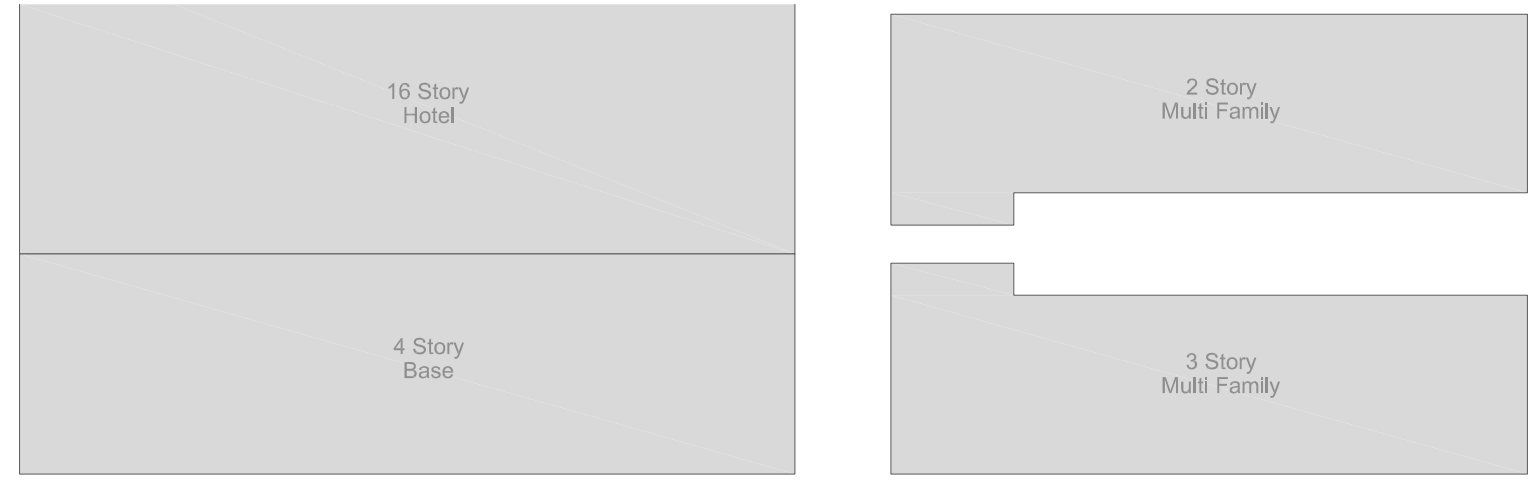


scale: 1" = 40'-0"



6TH LEVEL PLAN

A1.06



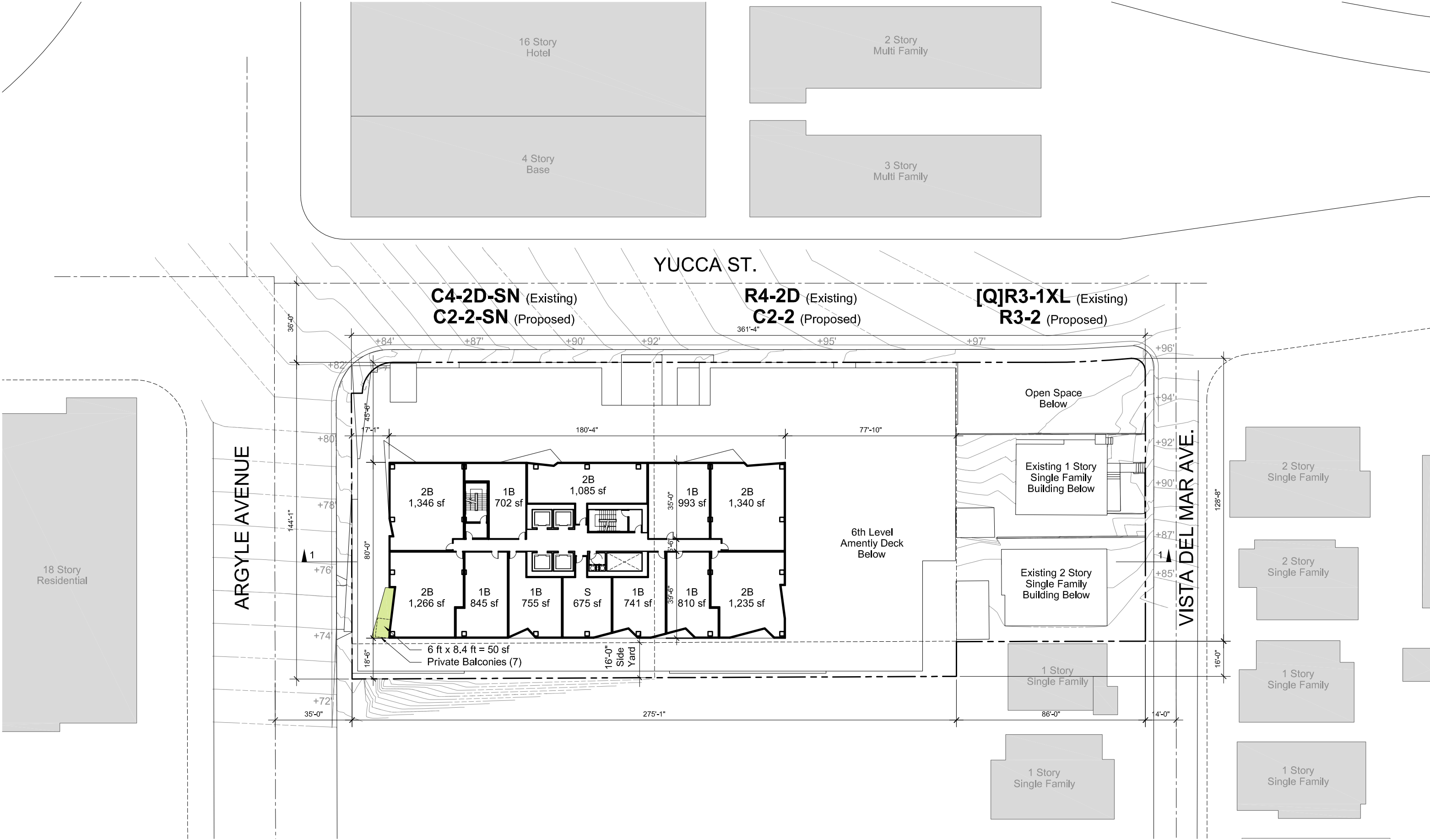
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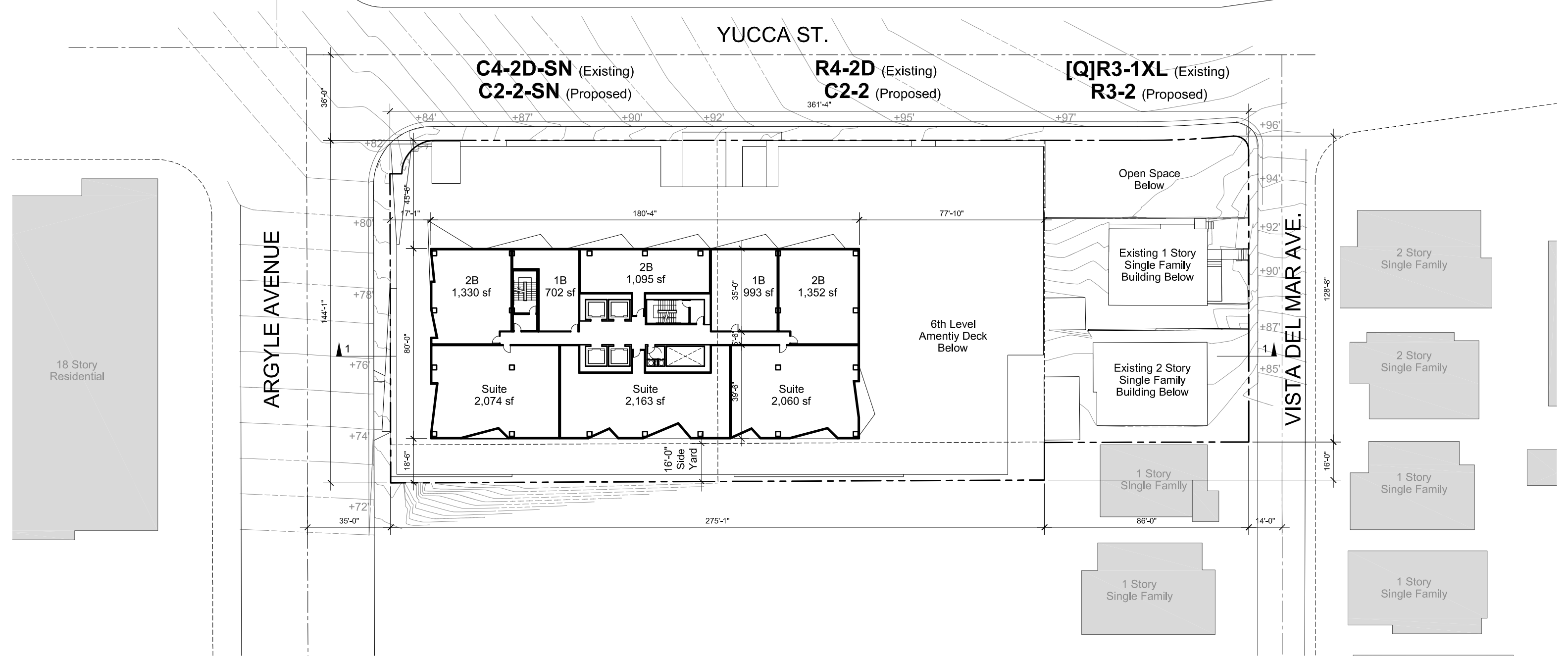
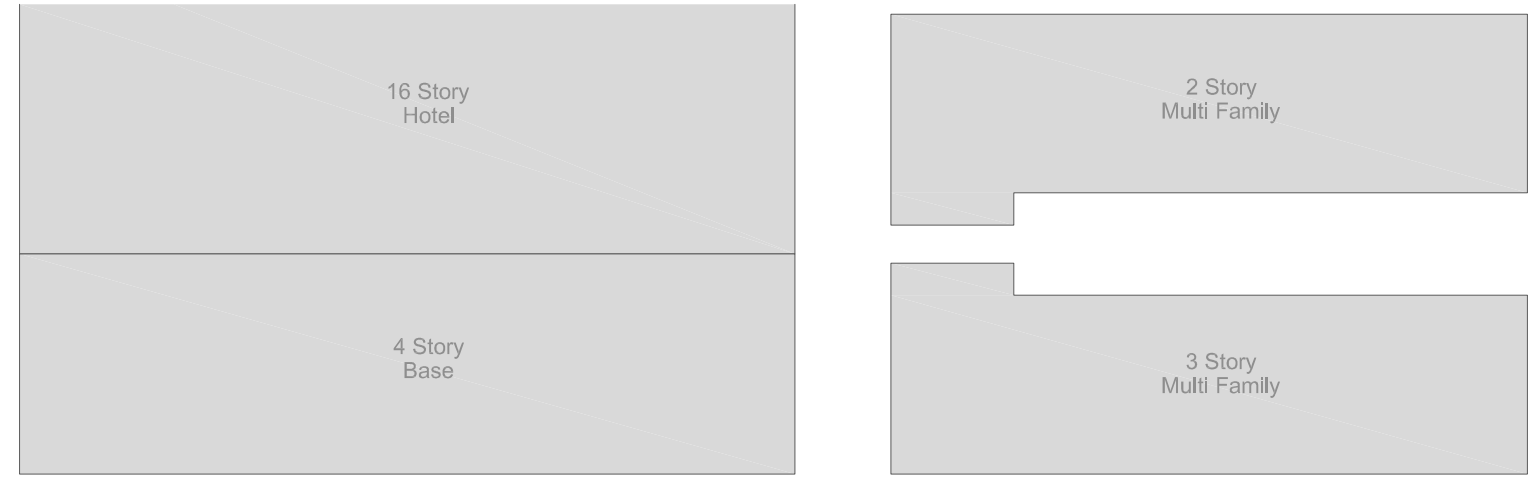
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**A1.07**







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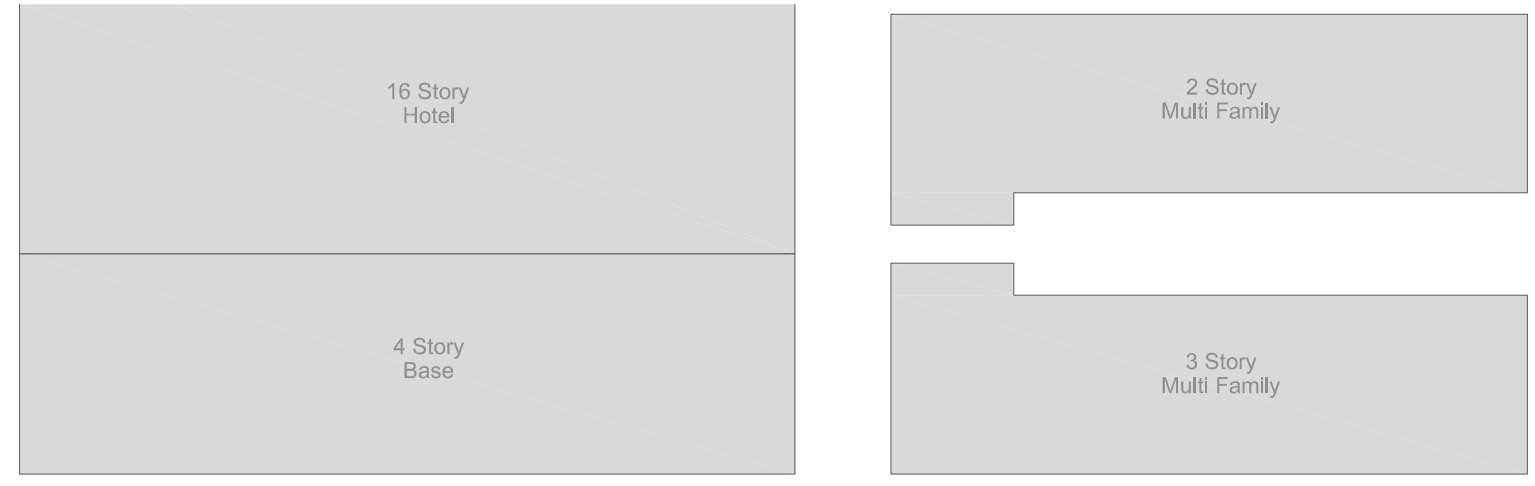
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**27TH - 29TH LEVEL PLAN**

**A1.09**

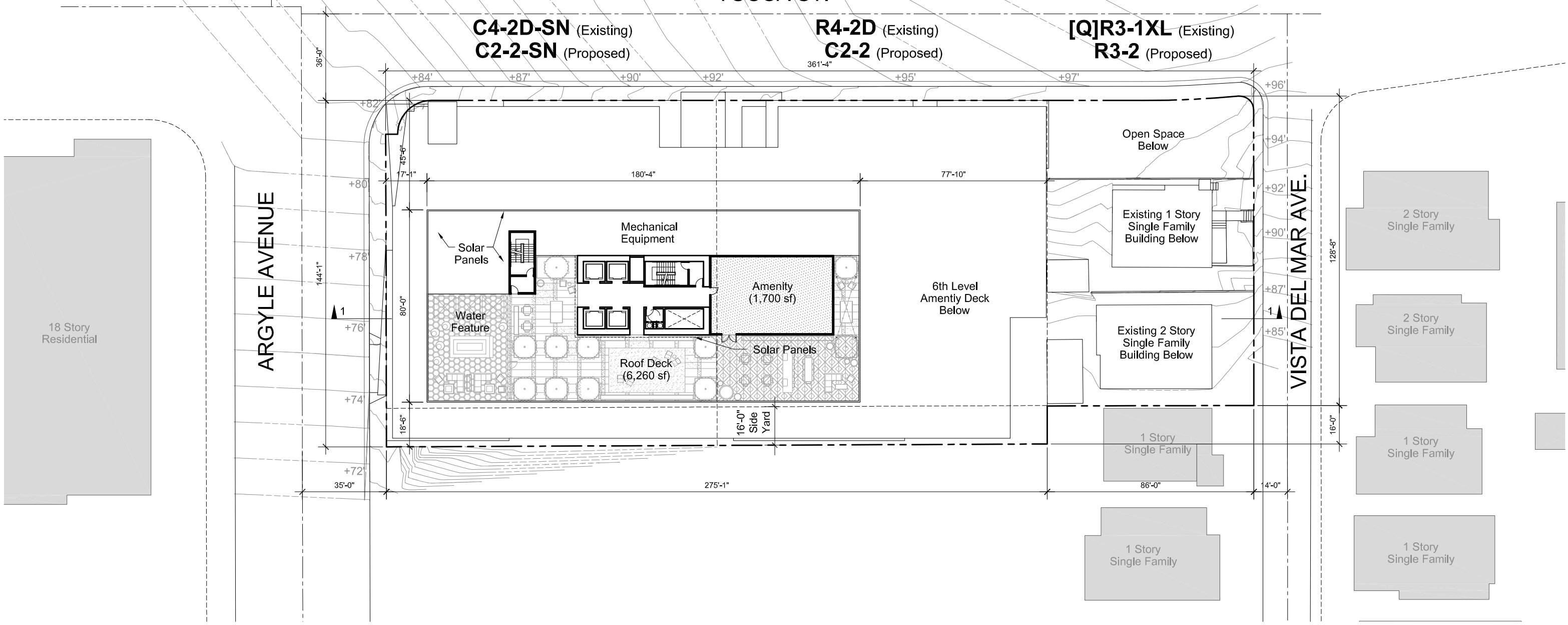


YUCCA ST.

**C4-2D-SN** (Existing)  
**C2-2-SN** (Proposed)

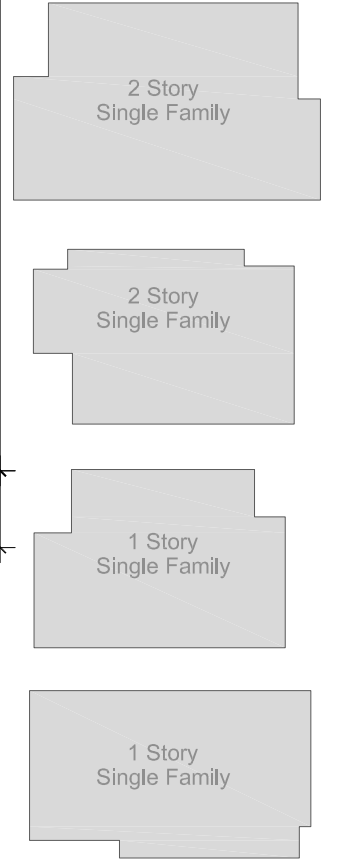
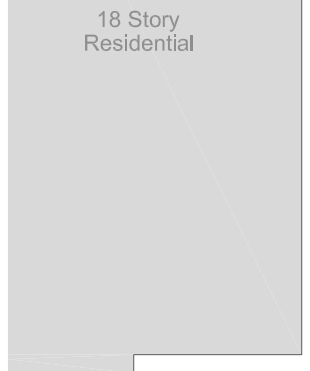
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**C2-2** (Proposed)

**[Q]R3-1XL** (Existing)  
**R3-2** (Proposed)



ARGYLE AVENUE

VISTA DEL MAR AVE.



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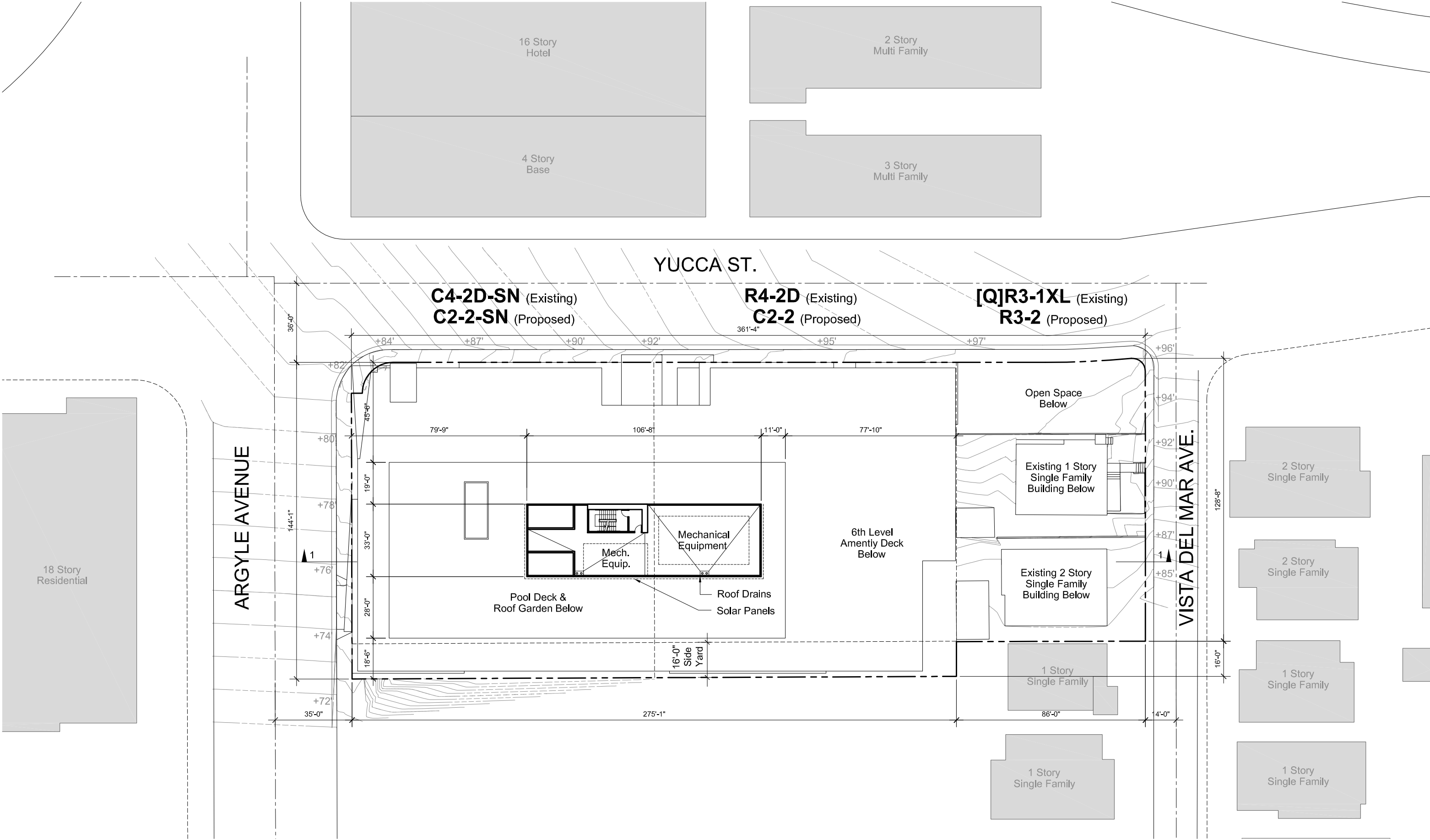
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**30TH LEVEL PLAN**

**A1.10**





**6220 WEST YUCCA** Los Angeles, CA 90028 (APN 5546-031-007, -008, -027, -031)

CHAMPION REAL ESTATE COMPANY

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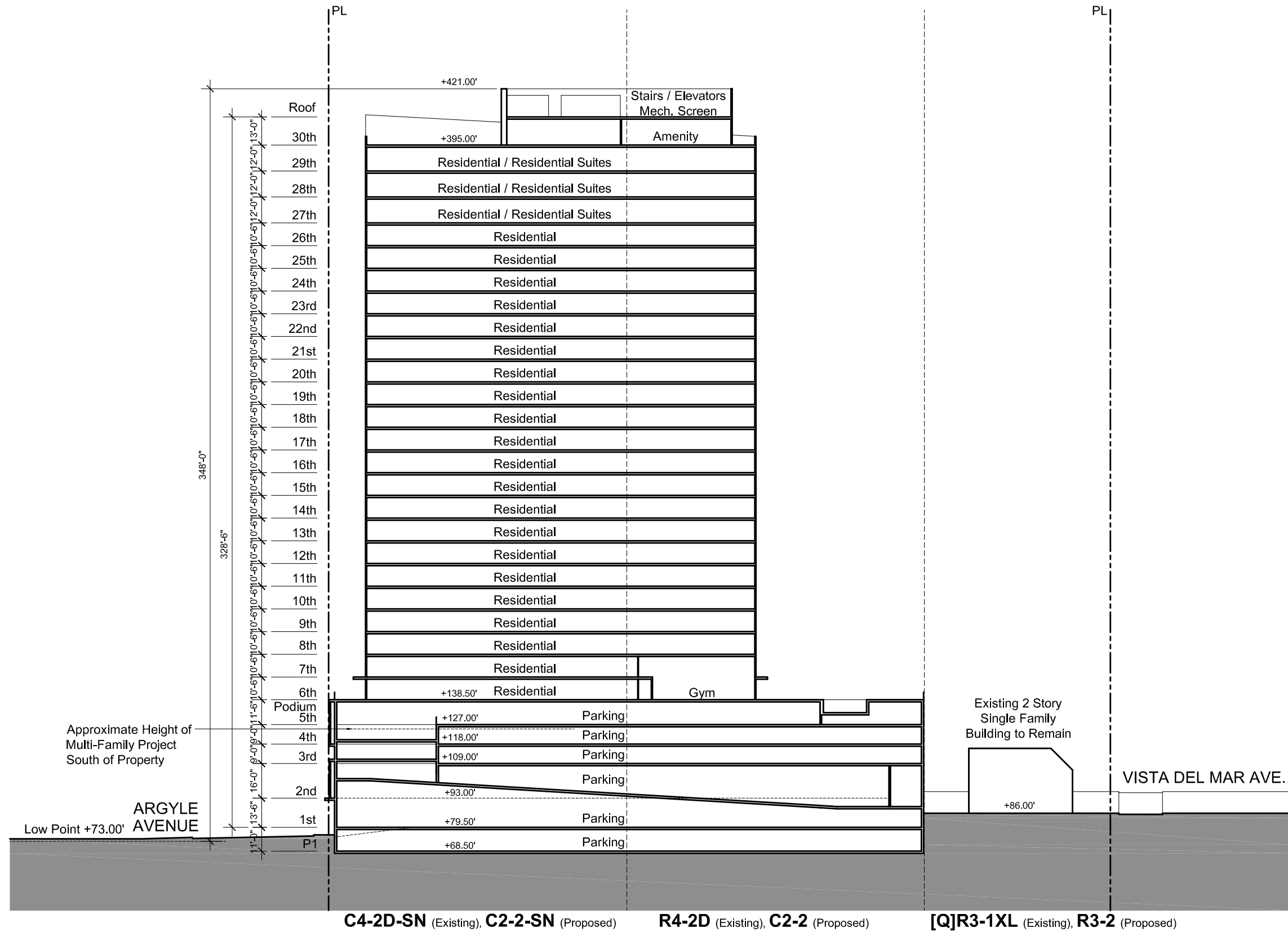
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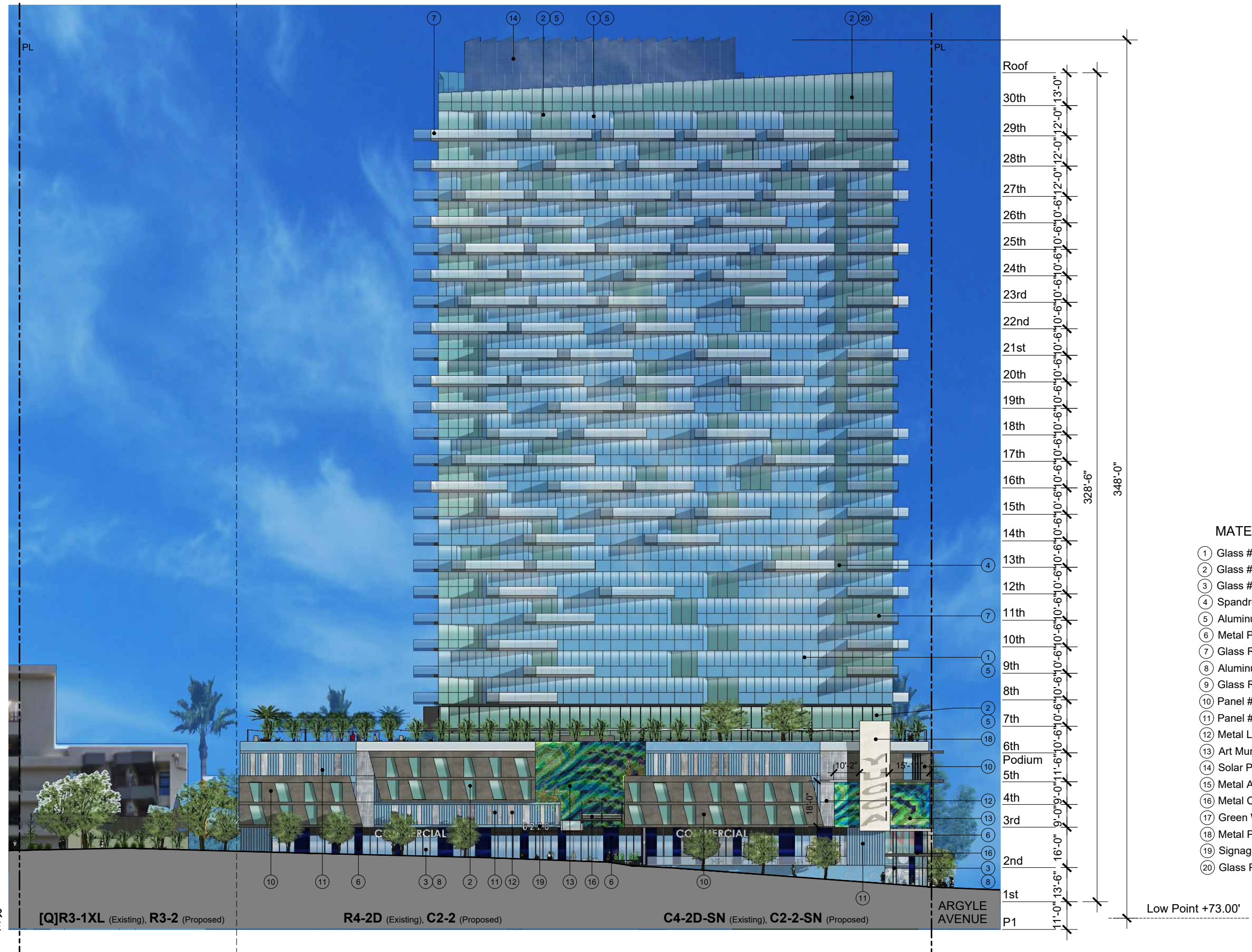


**ROOF LEVEL PLAN**

**A1.11**







- MATERIALS LEGEND**
- ① Glass #1 - Vitro "Solarblue" or Equal
  - ② Glass #2 - Vitro "Atlantica" or Equal
  - ③ Glass #3 - Vitro Clear "Solarban" or Equal
  - ④ Spandrel Glass - To Match Glass Color
  - ⑤ Aluminum Frame Windows/Doors - Silver
  - ⑥ Metal Panels - Dark Blue
  - ⑦ Glass Rail System - Clear Glass Finish
  - ⑧ Aluminum Storefront System - Silver
  - ⑨ Glass Rail System - Opaque Glass Finish
  - ⑩ Panel #1 - Concrete Panels
  - ⑪ Panel #2 - Cement Panels Light Blue
  - ⑫ Metal Lattice - Light Gray
  - ⑬ Art Mural - Back Lit
  - ⑭ Solar Panels
  - ⑮ Metal Awning - White / Edge to Illuminate
  - ⑯ Metal Canopy - Silver
  - ⑰ Green Wall - Stainless Steel Cable System
  - ⑱ Metal Panels - White
  - ⑲ Signage - Powder Coated Aluminum
  - ⑳ Glass Parapet to Illuminate

VISTA DEL MAR AVENUE

[Q]R3-1XL (Existing), R3-2 (Proposed)

R4-2D (Existing), C2-2 (Proposed)

C4-2D-SN (Existing), C2-2-SN (Proposed)

ARGYLE AVENUE

Low Point +73.00'



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**NORTH ELEVATION (YUCCA STREET)**

**A3.00**





**MATERIALS LEGEND**

- ① Glass #1 - Vitro "Solarblue" or Equal
- ② Glass #2 - Vitro "Atlantica" or Equal
- ③ Glass #3 - Vitro Clear "Solarban" or Equal
- ④ Spandrel Glass -To Match Glass Color
- ⑤ Aluminum Frame Windows/Doors - Silver
- ⑥ Metal Panels - Dark Blue
- ⑦ Glass Rail System - Clear Glass Finish
- ⑧ Aluminum Storefront System - Silver
- ⑨ Glass Rail System - Opaque Glass Finish
- ⑩ Panel #1 - Concrete Panels
- ⑪ Panel #2 - Cement Panels Light Blue
- ⑫ Metal Lattice - Light Gray
- ⑬ Art Mural - Back Lit
- ⑭ Solar Panels
- ⑮ Metal Awning - White / Edge to Illuminate
- ⑯ Metal Canopy - Silver
- ⑰ Green Wall - Stainless Steel Cable System
- ⑱ Metal Panels - White
- ⑲ Signage - Powder Coated Aluminum
- ⑳ Glass Parapet to Illuminate



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**SOUTH ELEVATION**

**A3.01**





**MATERIALS LEGEND**

- ① Glass #1 - Vitro "Solarblue" or Equal
- ② Glass #2 - Vitro "Atlantica" or Equal
- ③ Glass #3 - Vitro Clear "Solarban" or Equal
- ④ Spandrel Glass - To Match Glass Color
- ⑤ Aluminum Frame Windows/Doors - Silver
- ⑥ Metal Panels - Dark Blue
- ⑦ Glass Rail System - Clear Glass Finish
- ⑧ Aluminum Storefront System - Silver
- ⑨ Glass Rail System - Opaque Glass Finish
- ⑩ Panel #1 - Concrete Panels
- ⑪ Panel #2 - Cement Panels Light Blue
- ⑫ Metal Lattice - Light Gray
- ⑬ Art Mural - Back Lit
- ⑭ Solar Panels
- ⑮ Metal Awning - White / Edge to Illuminate
- ⑯ Metal Canopy - Silver
- ⑰ Green Wall - Stainless Steel Cable System
- ⑱ Metal Panels - White
- ⑲ Signage - Powder Coated Aluminum
- ⑳ Glass Parapet to Illuminate





Roof  
 30th  
 29th  
 28th  
 27th  
 26th  
 25th  
 24th  
 23rd  
 22nd  
 21st  
 20th  
 19th  
 18th  
 17th  
 16th  
 15th  
 14th  
 13th  
 12th  
 11th  
 10th  
 9th  
 8th  
 7th  
 6th  
 Podium  
 5th  
 4th  
 3rd  
 2nd  
 1st  
 P1

16'-0" Side Yard

328'-6"

348'-0"

YUCCA STREET

Low Point +73.00'

- MATERIALS LEGEND**
- ① Glass #1 - Vitro "Solarblue" or Equal
  - ② Glass #2 - Vitro "Atlantica" or Equal
  - ③ Glass #3 - Vitro Clear "Solarban" or Equal
  - ④ Spandrel Glass -To Match Glass Color
  - ⑤ Aluminum Frame Windows/Doors - Silver
  - ⑥ Metal Panels - Dark Blue
  - ⑦ Glass Rail System - Clear Glass Finish
  - ⑧ Aluminum Storefront System - Silver
  - ⑨ Glass Rail System - Opaque Glass Finish
  - ⑩ Panel #1 - Concrete Panels
  - ⑪ Panel #2 - Cement Panels Light Blue
  - ⑫ Metal Lattice - Light Gray
  - ⑬ Art Mural - Back Lit
  - ⑭ Solar Panels
  - ⑮ Metal Awning - White / Edge to Illuminate
  - ⑯ Metal Canopy - Silver
  - ⑰ Green Wall - Stainless Steel Cable System
  - ⑱ Metal Panels - White
  - ⑲ Signage - Powder Coated Aluminum
  - ⑳ Glass Parapet to Illuminate



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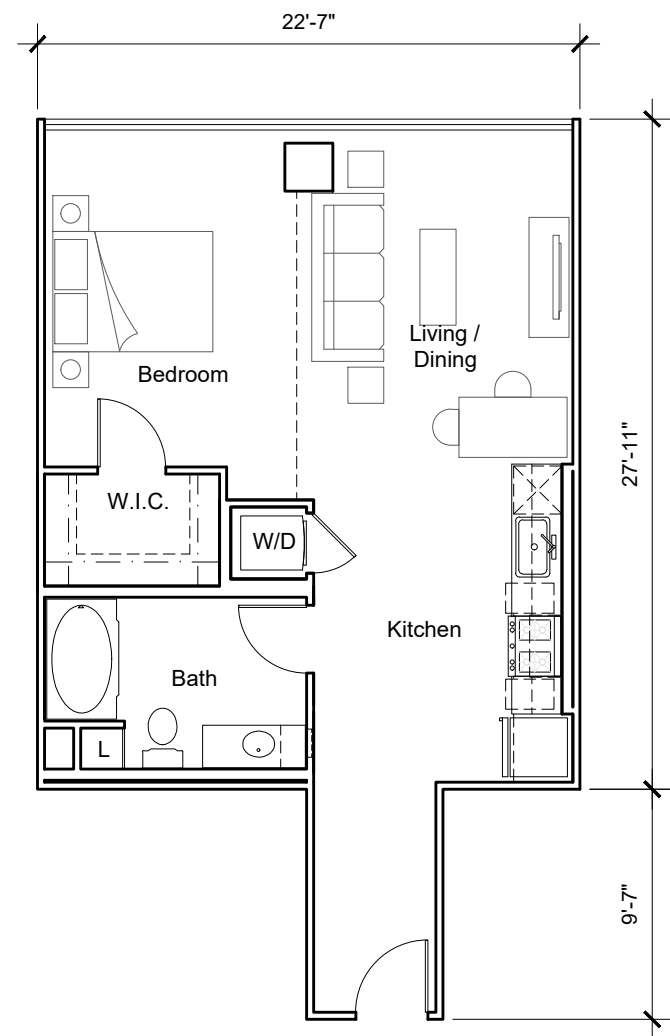
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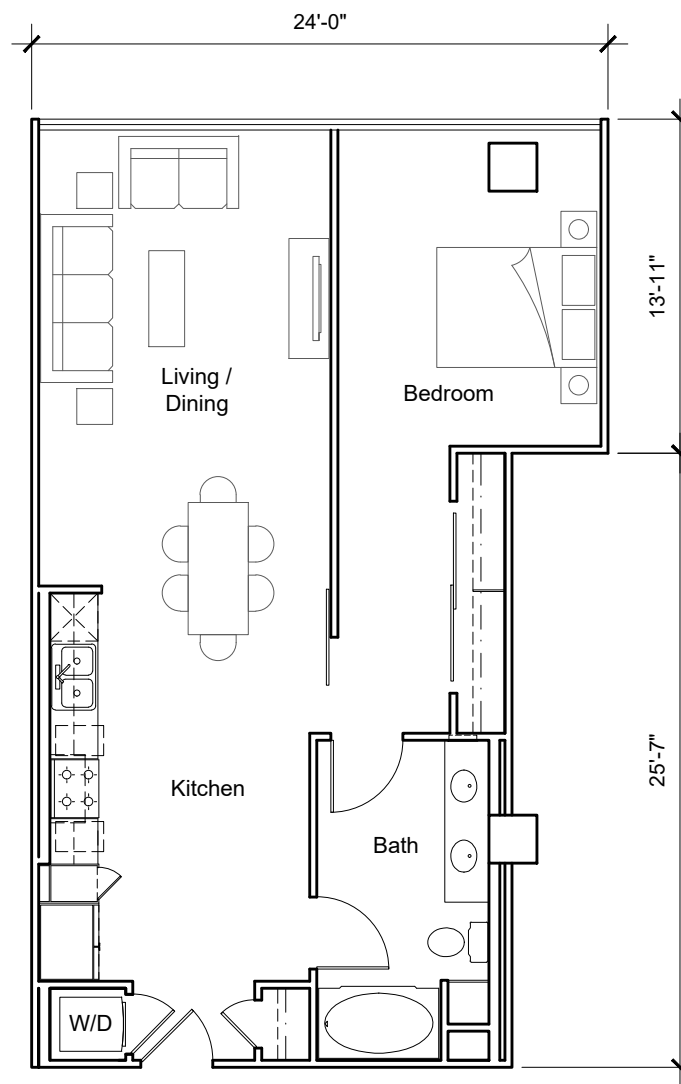
**EAST ELEVATION (VISTA DEL MAR AVENUE)**

**A3.03**



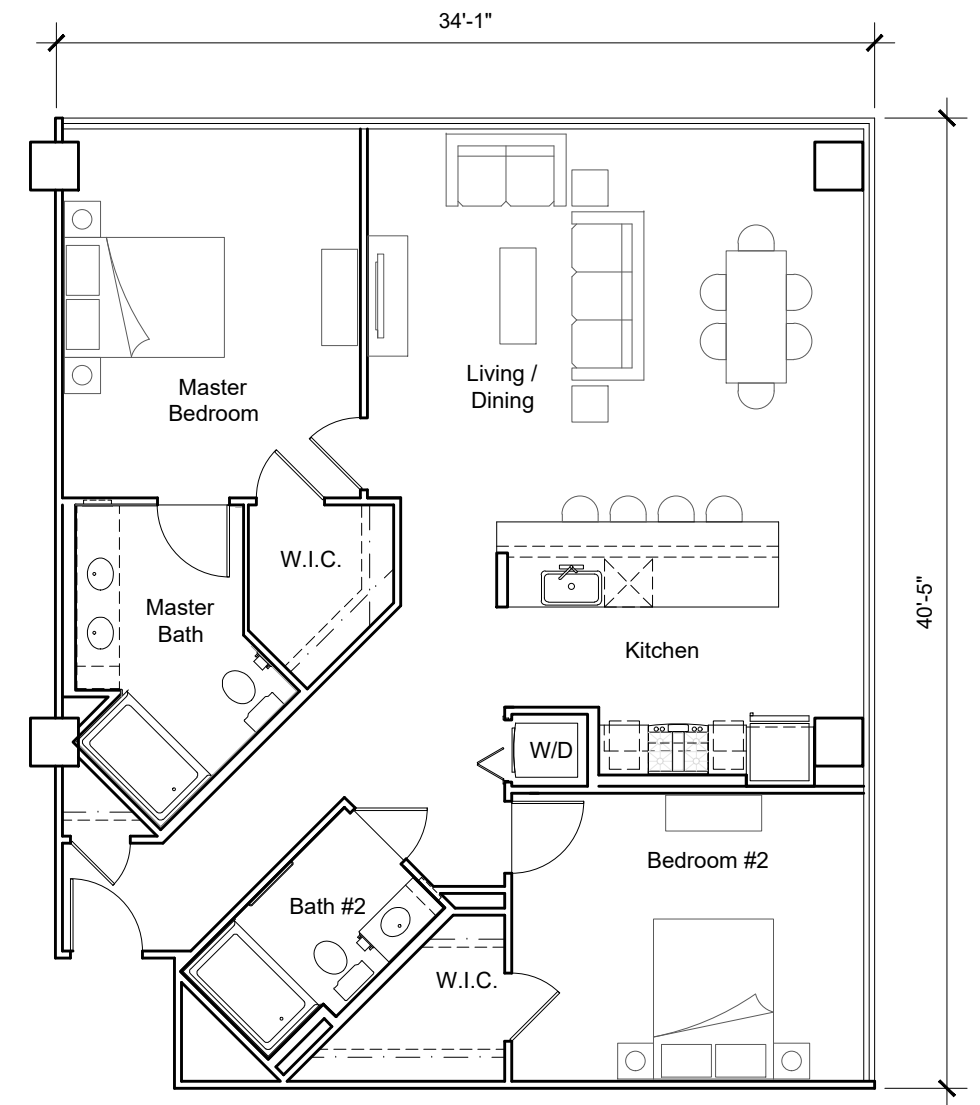
**Unit S**

1 bed / 1 bath flat



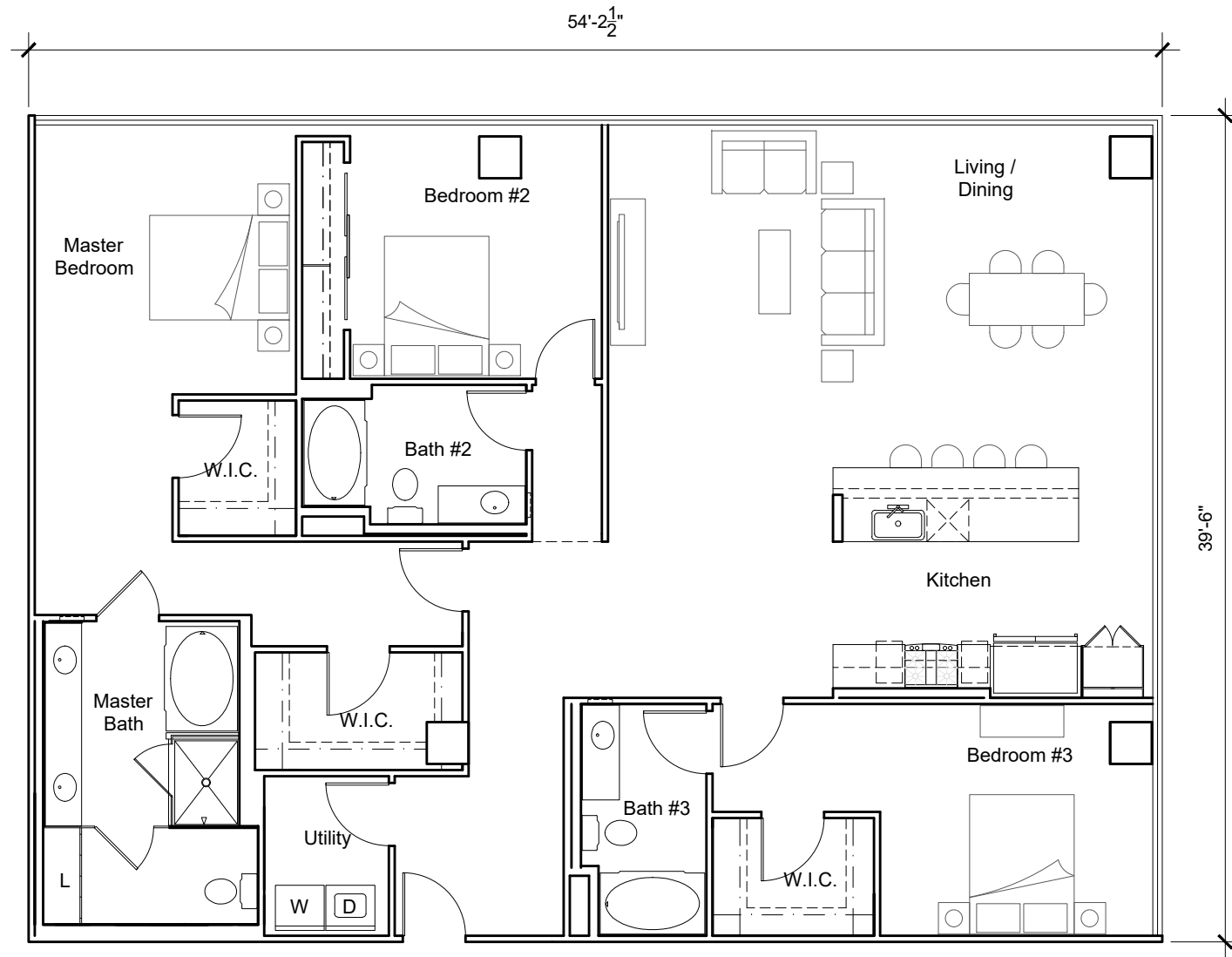
**Unit 1B**

1 bed / 1 bath flat



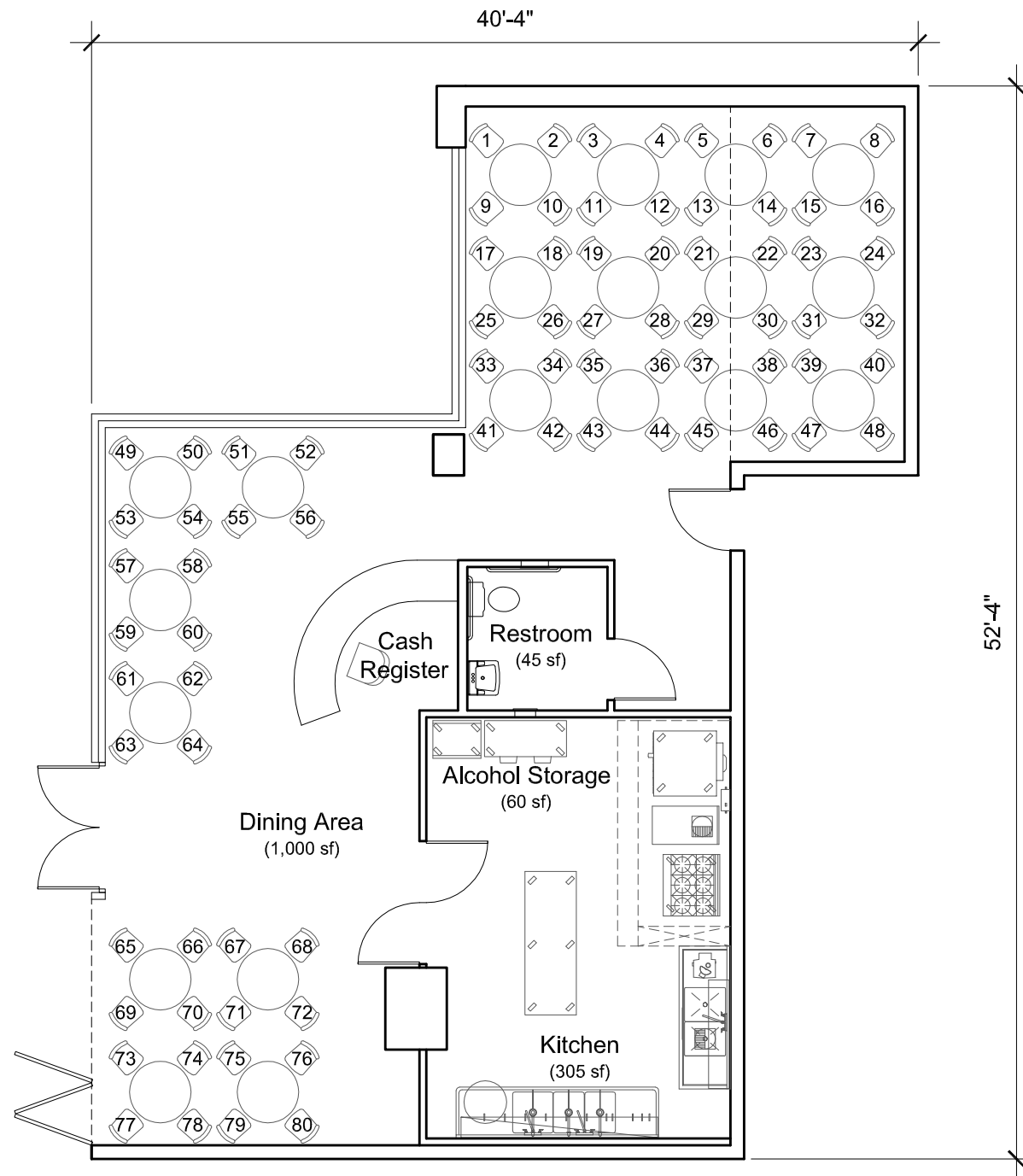
**Unit 2B**

2 bed / 2 bath flat



**Suite**  
3 bed / 3 bath suite

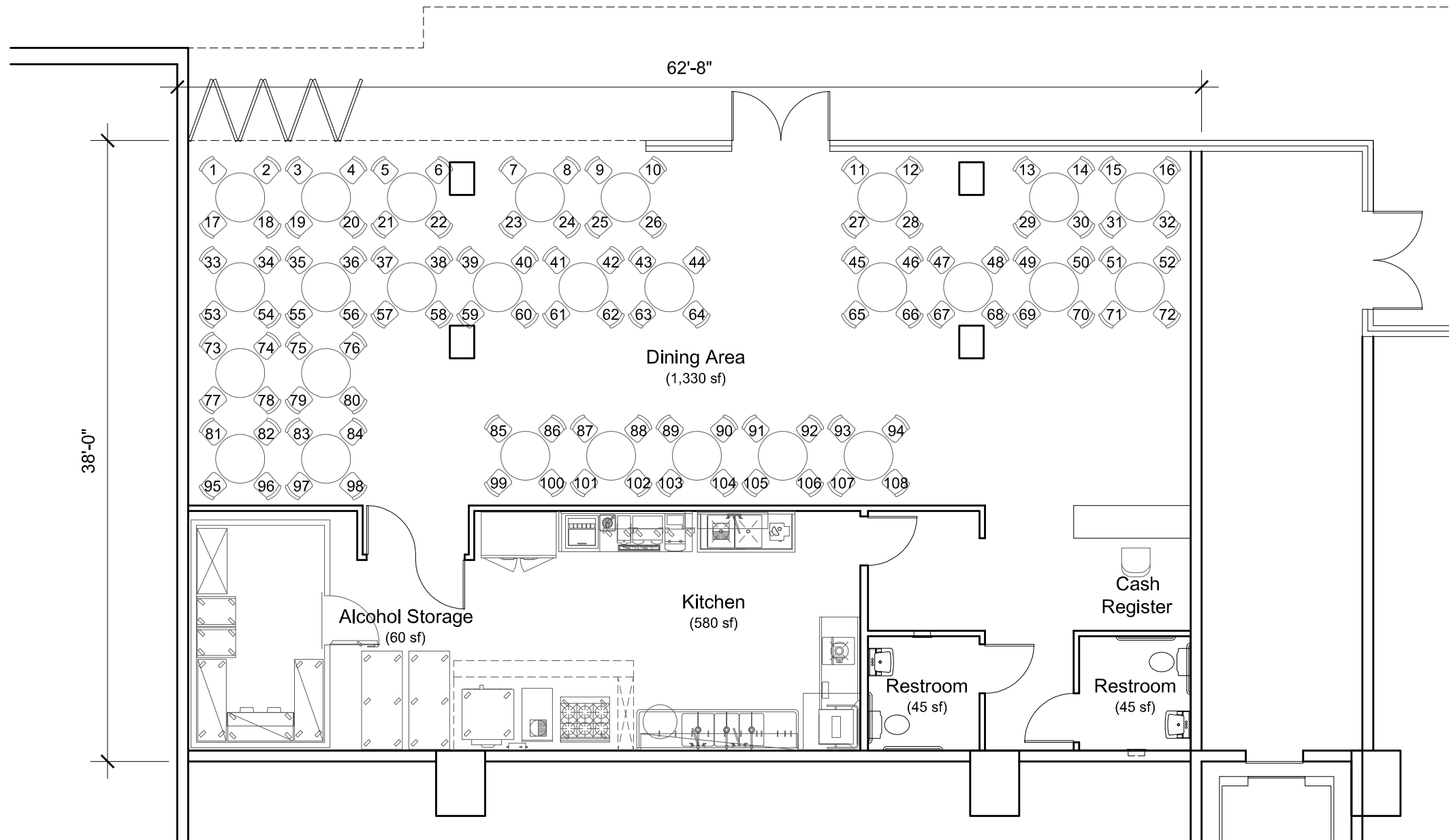




**Restaurant (1st Level)**

Hours of Operation from 7 AM to 12 AM daily  
 Live entertainment in connection with the  
 proposed restaurant use from 7 AM to 12 AM daily

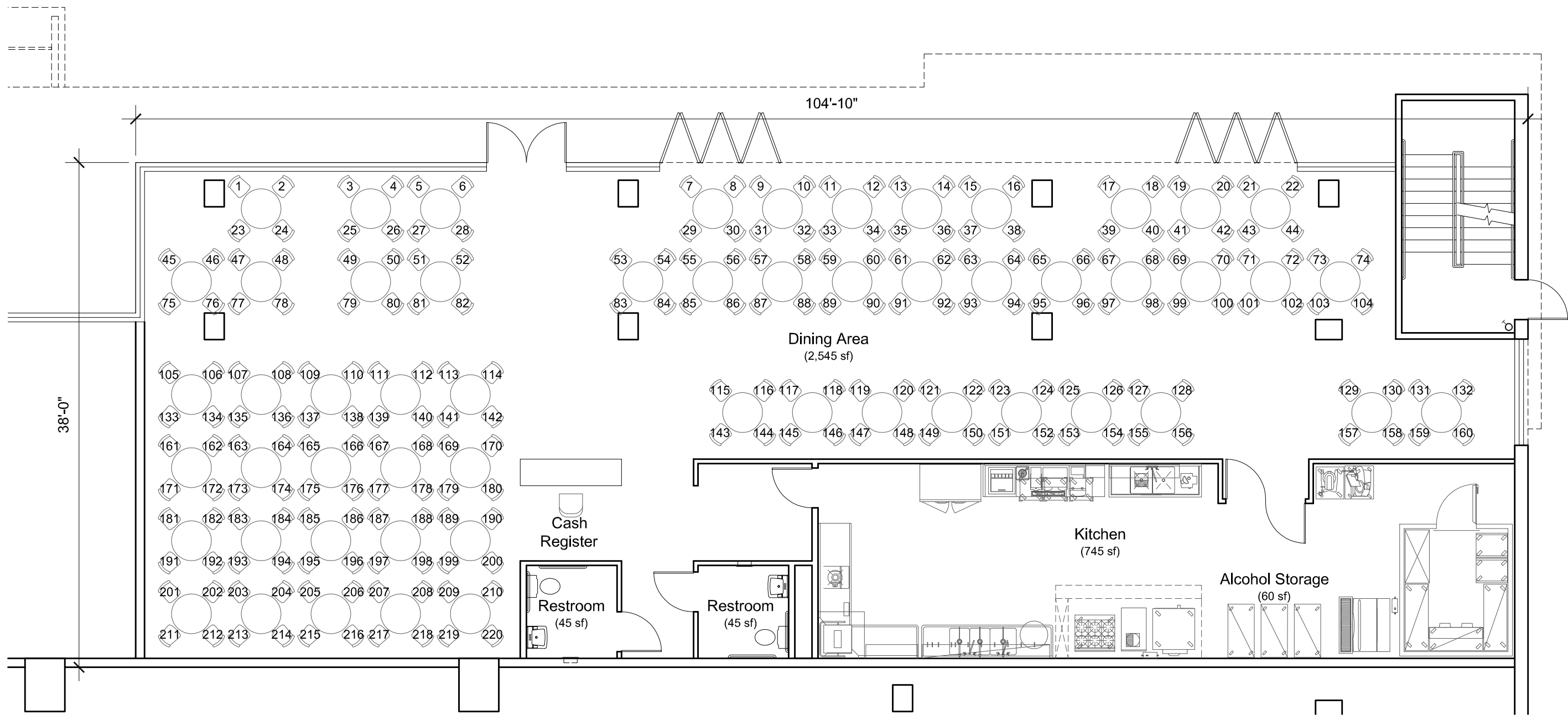
UNIT	TYPE	AREA	SEATS
Commercial A	Restaurant, Full Line (Type 47)	1,540 sf	80



**Restaurant (2nd Level)**

Hours of Operation from 7 AM to 12 AM daily

UNIT	TYPE	AREA	SEATS
Commercial B	Restaurant, Full Line (Type 47)	2,380 sf	108



**Restaurant (2nd Level)**

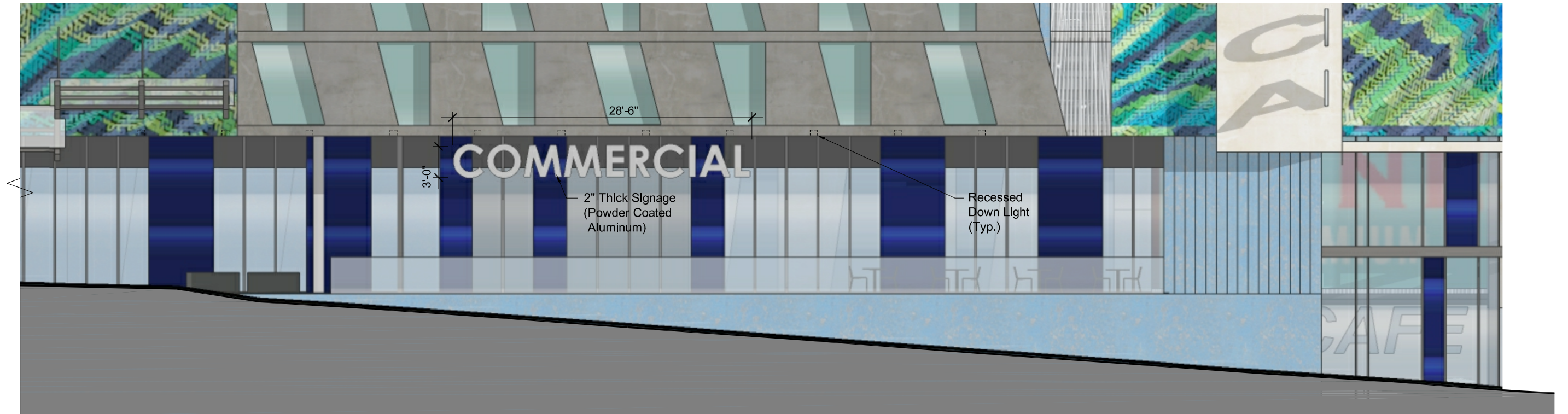
Hours of Operation from 7 AM to 12 AM daily

UNIT	TYPE	AREA	SEATS
Commercial C	Restaurant, Full Line (Type 47)	3,840 sf	220



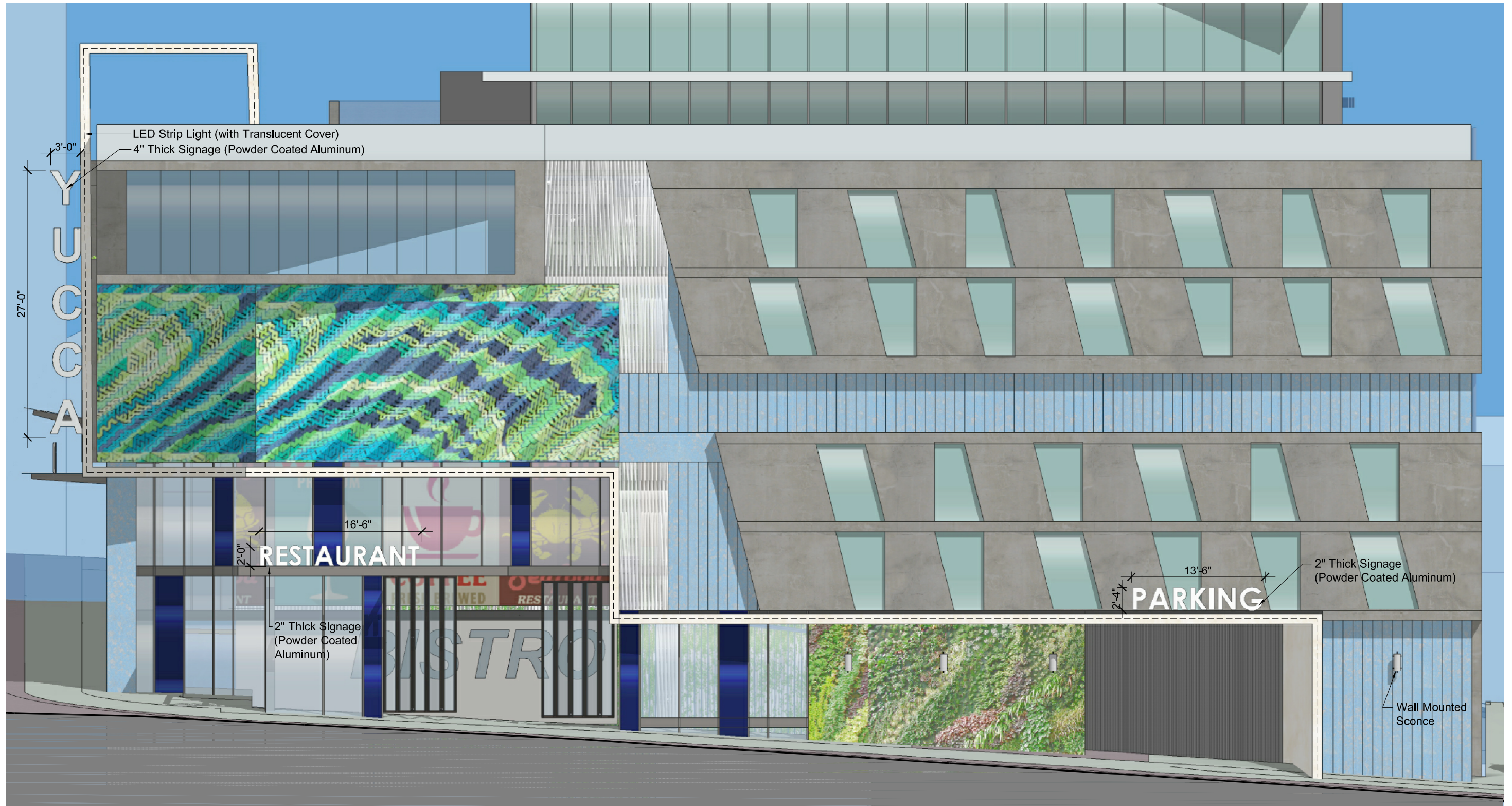


North Enlarged Elevation 1



North Enlarged Elevation 2





West Enlarged Elevation



**10" ROUND DOWNLIGHT – HORIZONTAL LAMP** **PH10**

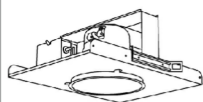
**SUBMITTAL:**

**JOB:**

**TYPE:** **VOLTAGE:**

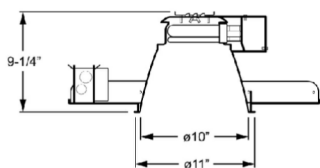
EXAMPLE **PH10 - 2 42T - CS - OPTIONS - EB2 - UNV**

SERIES: PH10  
 NUMBER OF LAMPS: 2  
 WATTAGE/TYPE: 42T  
 REFLECTOR FINISH: CS  
 OPTIONS: OPTIONS  
 BALLAST TYPE: EB2  
 VOLTAGE: UNV



**FEATURES**

- ▶ Self-flanged aluminum reflector prevents light leaks and is available in assorted colors.
- ▶ Horizontal lamp and reflector offer low glare and focused distribution for use in high-ceiling applications.
- ▶ Sturdy one-piece pan construction.
- ▶ Adjustable hanger brackets with bar hangers standard.
- ▶ Easy-access, 14-gauge galvanized steel junction box with two snap-on covers.
- ▶ This fixture is proudly made in the USA.



**SPECIFICATIONS**

**Housing** – 20-gauge, die-formed, galvanized steel pan/plaster frame.  
**Reflector** – Low-iridescent aluminum. Clear semi-specular (CS) finish standard.  
**Electrical** – Electronic ballast. Prewired at factory for easy field installation.  
**Mounting** – Recessed. Pan size: 17" x 23" Ceiling cutout: ø10-5/8" Cutout with SCA: ø13-3/4"  
**Labels** – UL/CUL listed for through-branch circuit wiring and dry or damp locations. UL/CUL listed for wet location under covered ceiling when specified with \_\_\_/C73 or \_\_\_/CGS option.

LAMP BASE DATA	
Wattage	Base
18Q	G24q-2
26Q	G24q-3
32T	GX24q-3
42T	GX24q-4
57T	GX24q-5
57QBX	GX24q-5

**ORDERING INFORMATION**

SERIES	DESCRIPTION
PH10	10" Round Downlight-Horizontal Lamp

LAMP OPTIONS	
# OF LAMPS	WATTAGE/TYPE
1	32T, 42T, 57T <sup>1</sup> , or 57QBX <sup>2</sup>
2	18Q, 26Q, 32T, 42T, 57T <sup>1</sup> , or 57QBX <sup>2</sup>
3 <sup>3</sup>	18Q or 26Q <sup>3</sup>

REFLECTOR FINISH	
CS	Clear semi-specular (standard)
SPC	Clear specular
CG	Champagne gold
GD	Gold
PW	Pewter
SG	Satin-glow
STR	Straw
WT	Wheat

OPTIONS	
For EM and EM/ITS ballast options, see Downlighting Information section.	
F	Fuse (must specify voltage)
MWT	Matte white trim
CCEA <sup>3</sup>	Chicago plenum (CP) <sup>3</sup>
MB	Micro-baffle
WW	Wall wash (not available with AC or MB)

OPTIONS (Continued)	
AC/C73	Accent cone with clear prismatic tempered glass lens
AC/CGS <sup>4</sup>	Accent cone with clear glass lens <sup>4</sup>
MB/C73	Micro-baffle with clear prismatic tempered glass lens
MB/CGS <sup>4</sup>	Micro-baffle with clear glass lens <sup>4</sup>
LD	Luminous disk
LDO	Luminous disk open
LR	Luminous ring
SCA___ <sup>5</sup>	Sloped Ceiling Adapter (Specify degree of slope in 5° increments, 10°-30°. SCA increases fixture height, see Downlighting Information for details.)

BALLAST TYPE	
EB1	1-lamp electronic ballast
EB2	2-lamp electronic ballast
EB2/1	(1) 2-lamp and (1) 1-lamp electronic ballast
EBD1*___ <sup>5</sup>	1-lamp electronic dimming ballast (120V or 277V only, must specify) <sup>5</sup>
EBD2*___ <sup>5</sup>	2-lamp electronic dimming ballast (120V or 277V only, must specify) <sup>5</sup>
EBD2/1*___ <sup>5</sup>	(1) 2-lamp and (1) 1-lamp electronic dimming ballast (120V or 277V only, must specify) <sup>5</sup>

VOLTAGE (Must specify)	
120	120V
277	277V
UNV	120-277V

<sup>1</sup> Compatible with Osram Sylvania 57W triple tube lamp(s).  
<sup>2</sup> Compatible with GE 57W quad bi-x lamp(s).  
<sup>3</sup> CCEA is not available with 3-lamp fixture.  
<sup>4</sup> Acrylic or polycarbonate lens options also available.  
<sup>5</sup> Must specify manufacturer. See Downlighting Information section for dimming ballast options.

H.E. Williams, Inc. ■ Carthage, Missouri ■ www.hewilliams.com ■ 417-358-4065 ■ Fax: 417-358-6015  
 February 7, 2011



Recessed Down Light

**VOLT® 18" Rotatable LED Hardscape | Brass Bronze**

18" fully rotatable, brass hardscape for precision aiming in any location.

- Solid brass fixture
- Fully rotatable, 360° for precision aiming
- Tightly-spaced LEDs for evenly dispersed illumination
- Flexible mounting options
- Lifetime warranty
- Patented



LED Strip Light (with Translucent Cover)



**Poseidon Damp location wall washer, for use in covered installations**

Finish:	Certification: Wall only Damp Location CUL							
Model	Wattage	Type	Base	Lumen	Kelvin	Dimensions	Back-Plate	Included
20444-___	2Lt x 60w	A-19	E-26			H 12" Ext 6.9"	D 4.75" H .5"	
C20444__EN1213BS	2Lt x 13w	Spiral	GU-24	1800Lm	2700k	H 12" Ext 6.9"	D 4.75" H .5"	Lamps

Wall Mounted Sconce



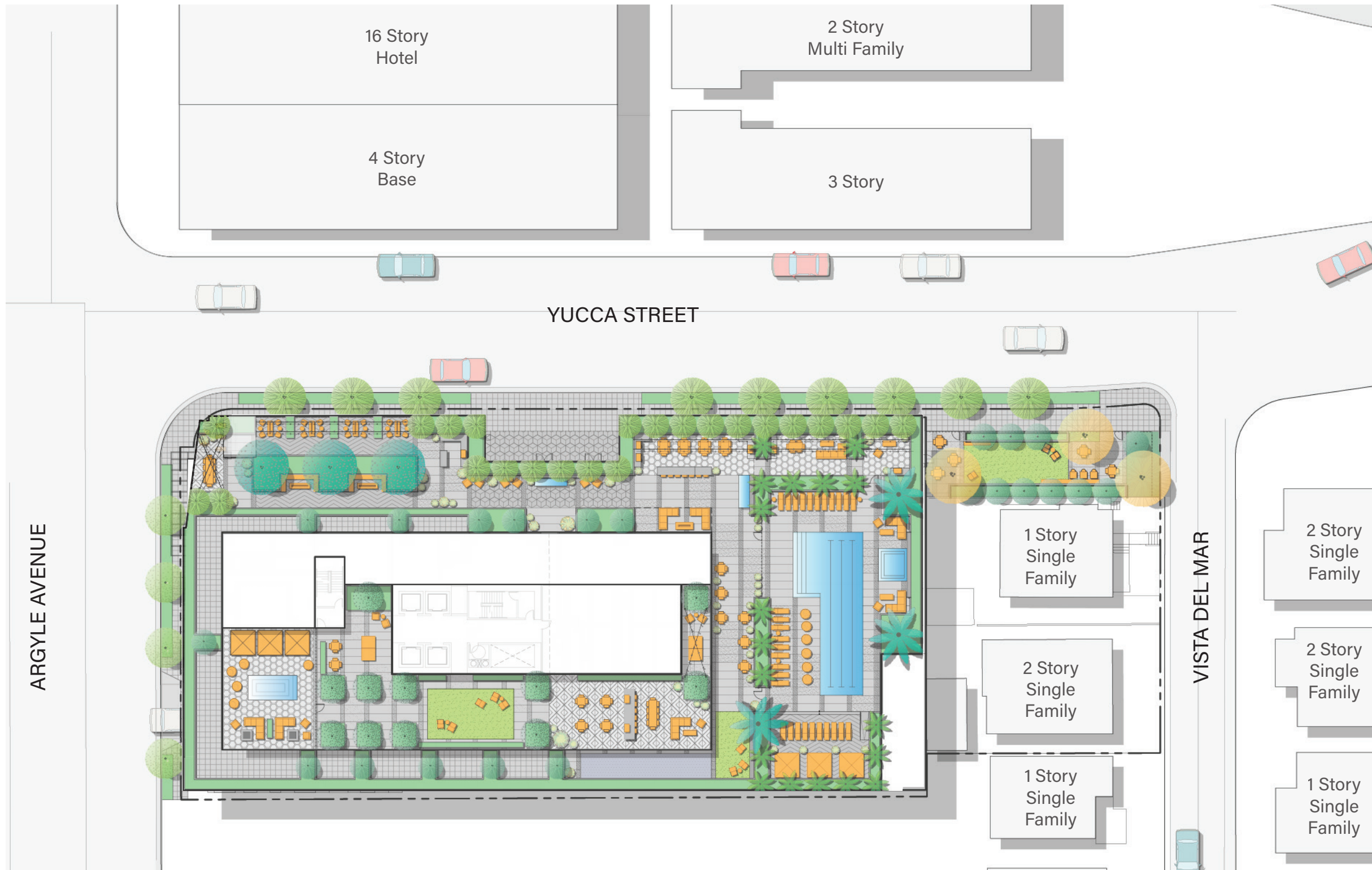
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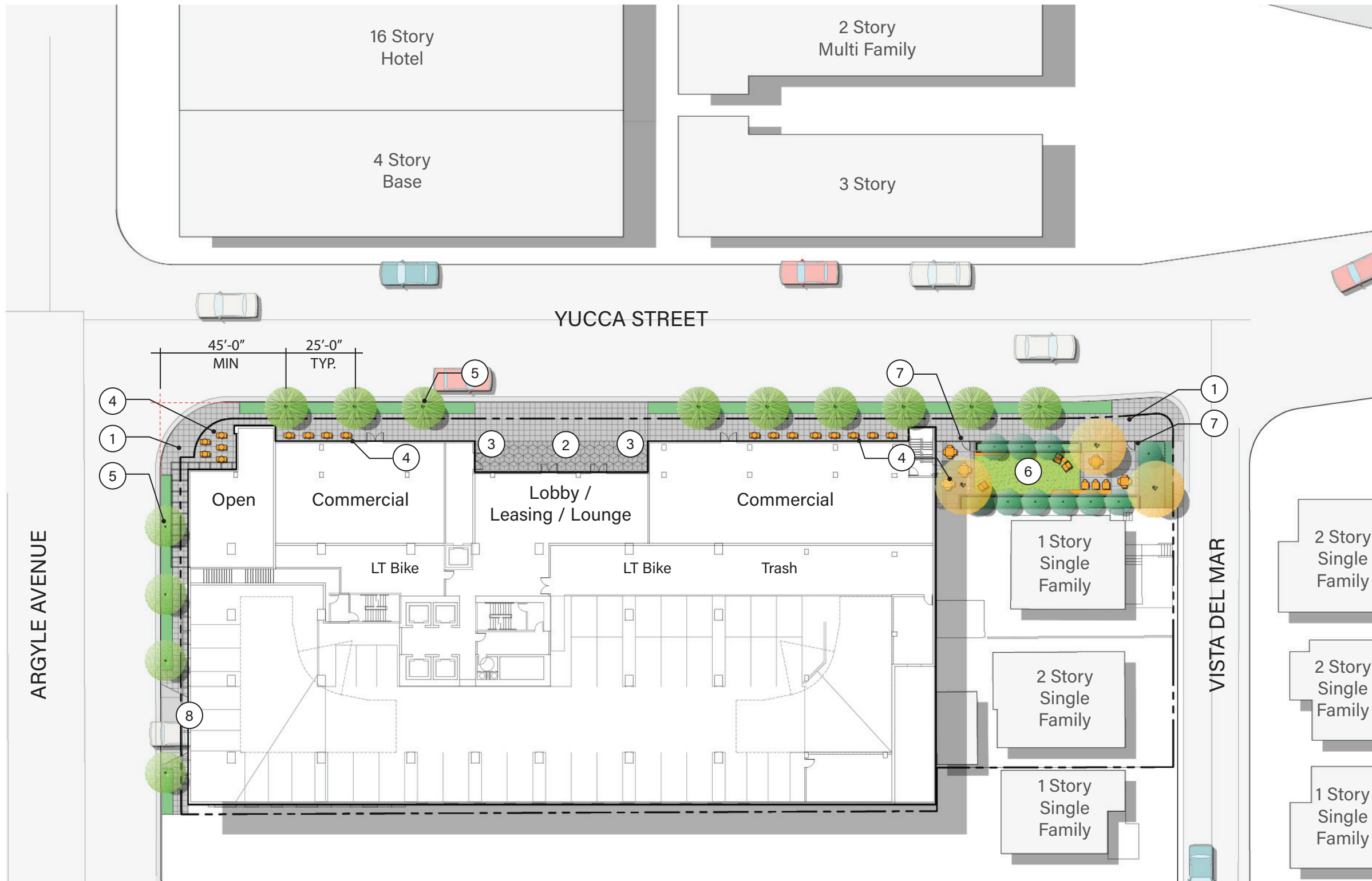
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NOTE: Refer to Sheet L5.00 for all Planting and Open Space Information





**Legend**

- ① Scored Concrete Sidewalk
- ② Decorative Paving
- ③ Short Term Bike Parking, Typ.
- ④ Outdoor Tables
- ⑤ Street Tree in 4' Wide Parkway, Typ.
- ⑥ Open Space
- ⑦ Security Fence and Gate
- ⑧ Parking Garage Entry

**Tree Legend**

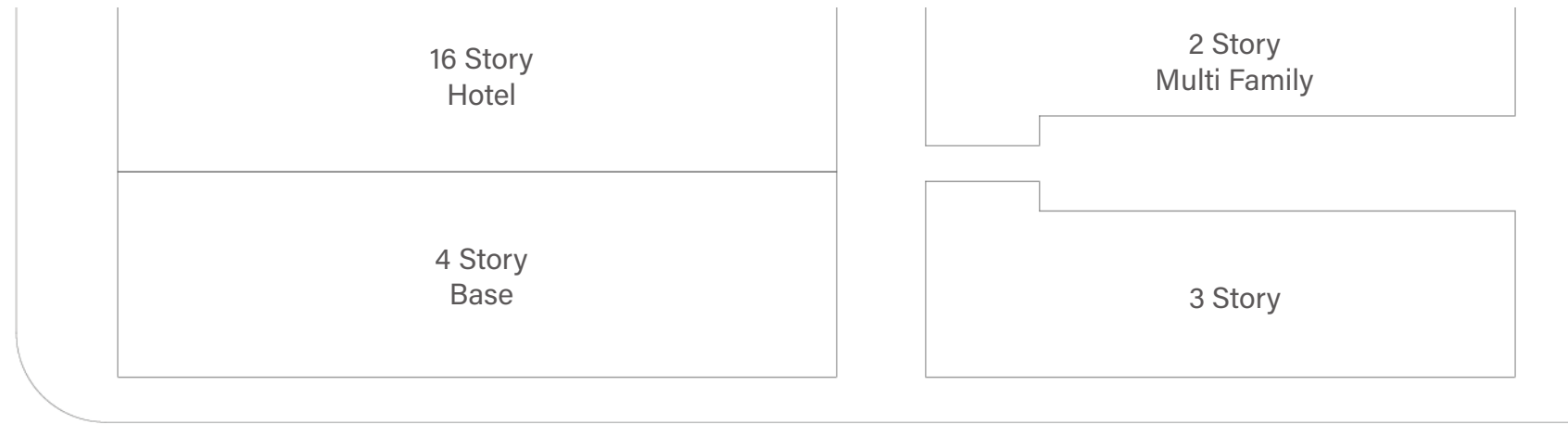
-  *Koelreuteria bipinnata*  
Chinese Flame Tree
-  *Tristania confertus*  
Brisbane Box
-  *Podocarpus gracilior*  
Fern Pine
-  *Plantanus racemosa*  
California Sycamore

NOTE: Refer to Sheet L5.00 for all Planting and Open Space Information









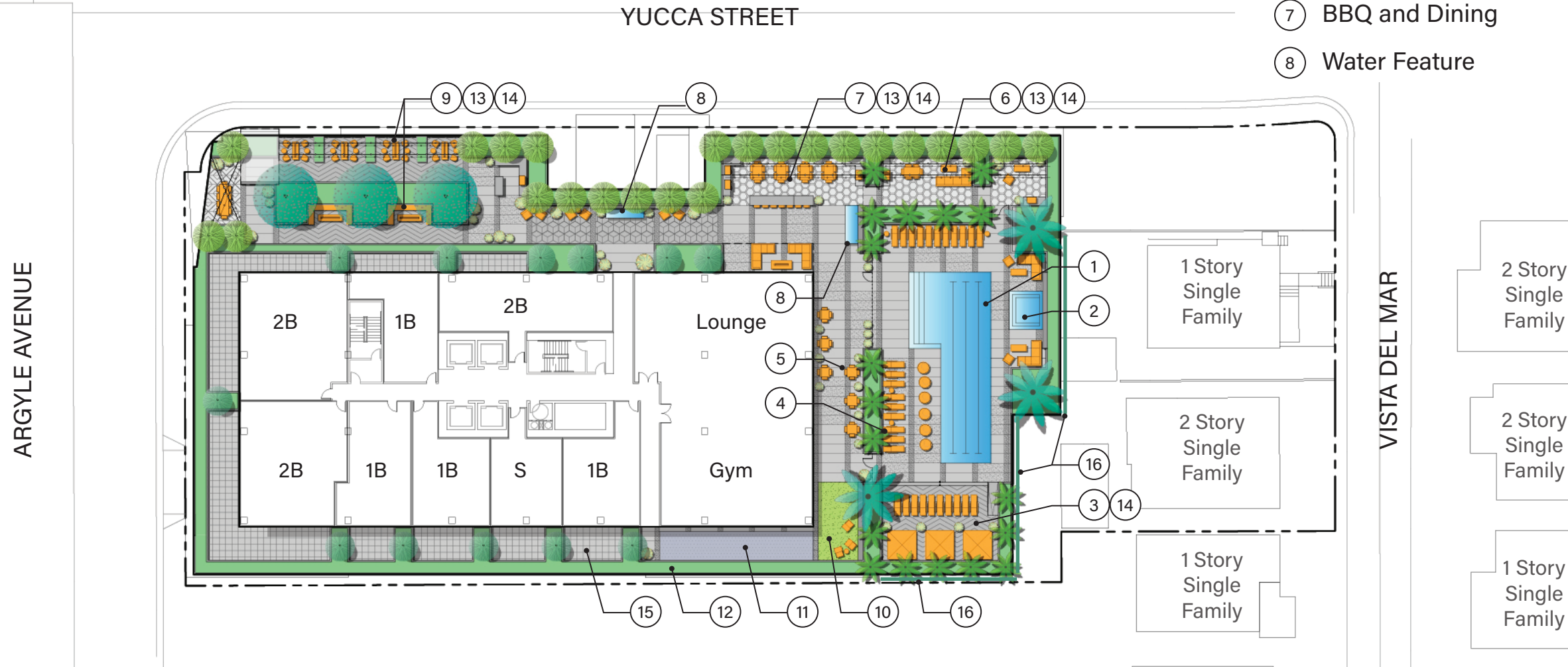
**Legend**

- ① Pool
- ② Spa with Feature Wall and Lounge Seating
- ③ Lounge Deck with Cabana Seating
- ④ Chaise Seating, TYP.
- ⑤ Dining Tables, TYP.
- ⑥ Media Lounge with BBQ
- ⑦ BBQ and Dining
- ⑧ Water Feature
- ⑨ Fire Pit and Lounge Seating
- ⑩ Lawn Panel (Flexible Use)
- ⑪ Fitness Deck with Rubberized Surface
- ⑫ Raised Planter, TYP.
- ⑬ Festoon Lighting
- ⑭ Decorative Paving
- ⑮ Private Patio, TYP.
- ⑯ "Green Screen" Vertical Planting

**Tree Legend**

- Parkinsonia 'Desert Museum'*  
Desert Museum Palo Verde
- Phoenix dactylifera*  
Date Palm
- Podocarpus gracilior*  
Fern Pine
- Prosopis alba 'Colorado'*  
Thornless Argentine Mesquite
- Washingtonia filifera*  
California Palm

NOTE: Refer to Sheet L5.00 for all Planting and Open Space Information

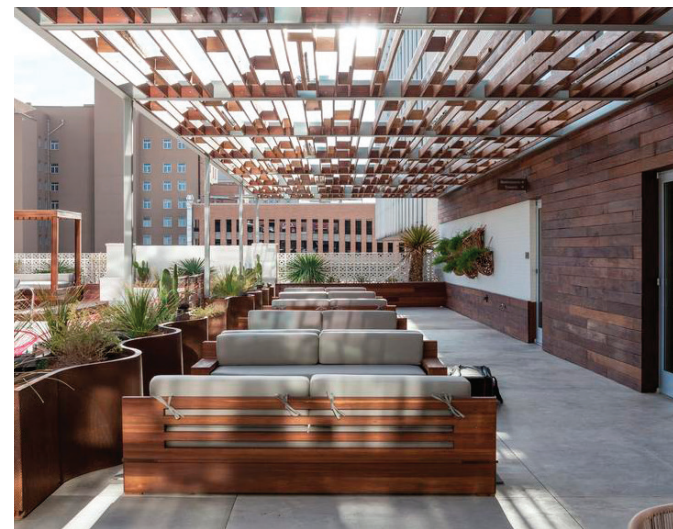
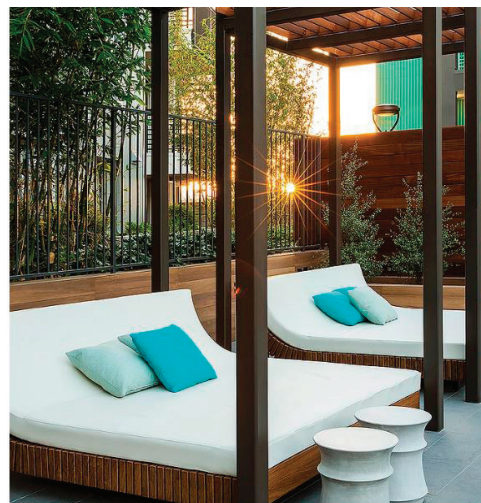
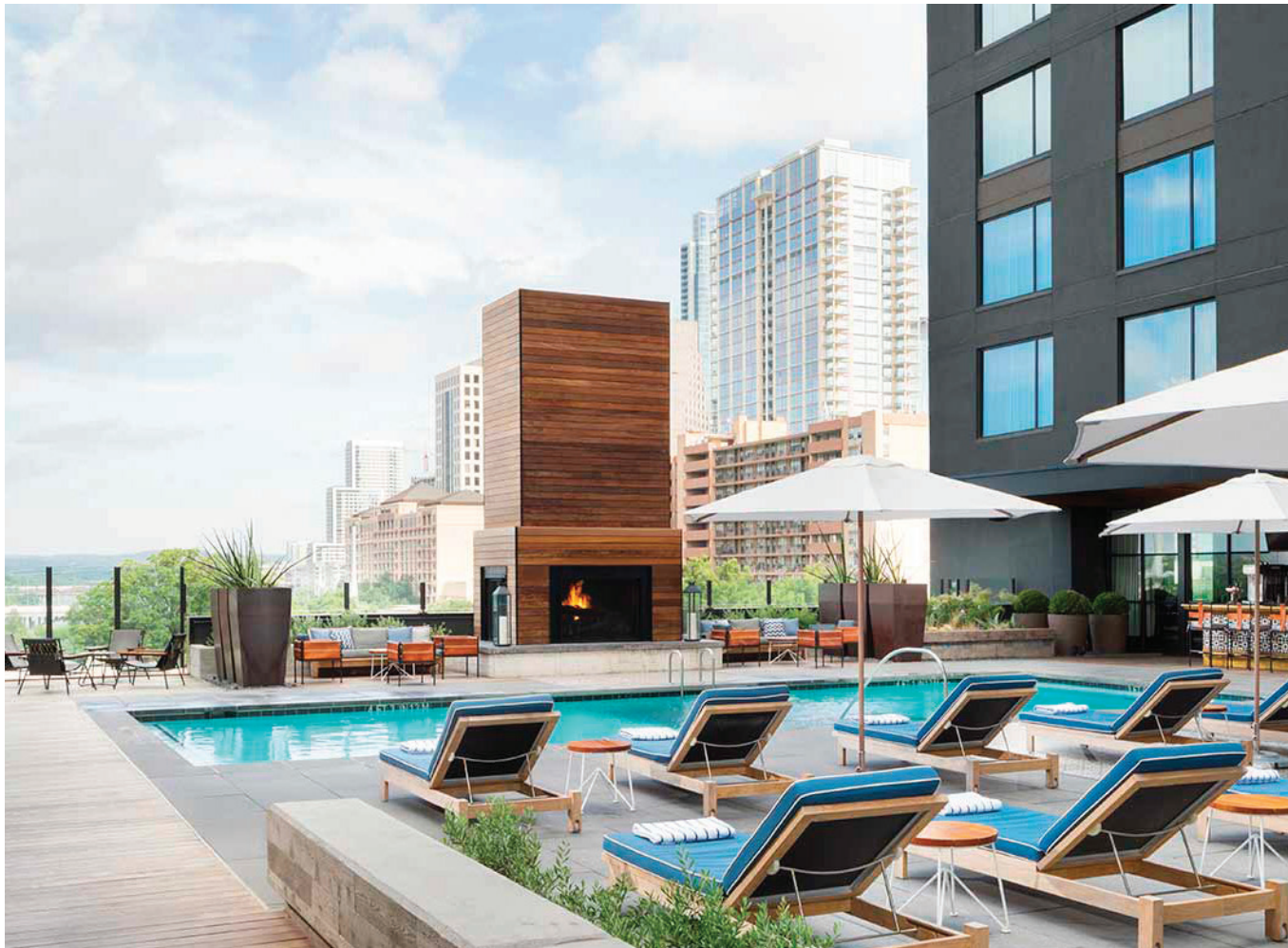


ARGYLE AVENUE

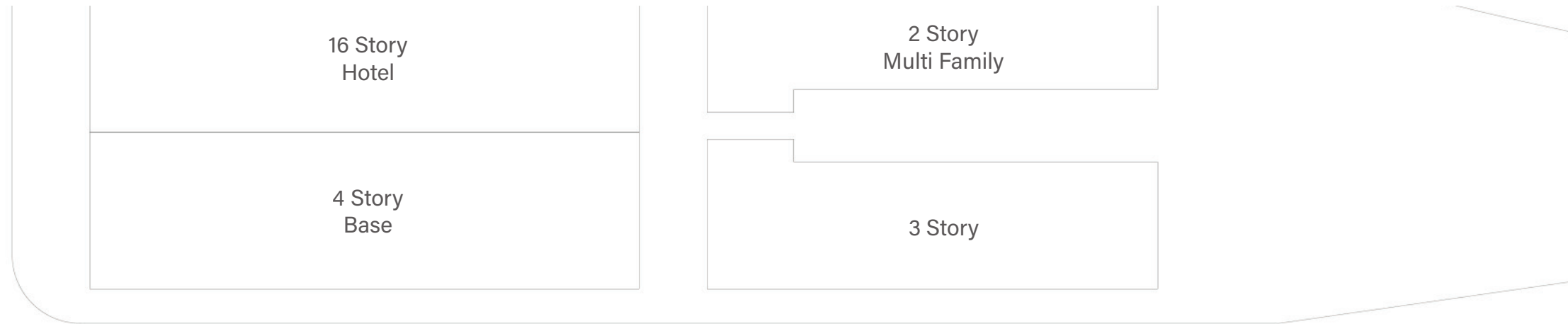
YUCCA STREET

VISTA DEL MAR







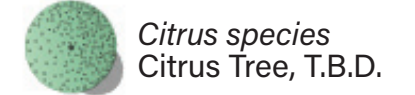


YUCCA STREET

**Legend**

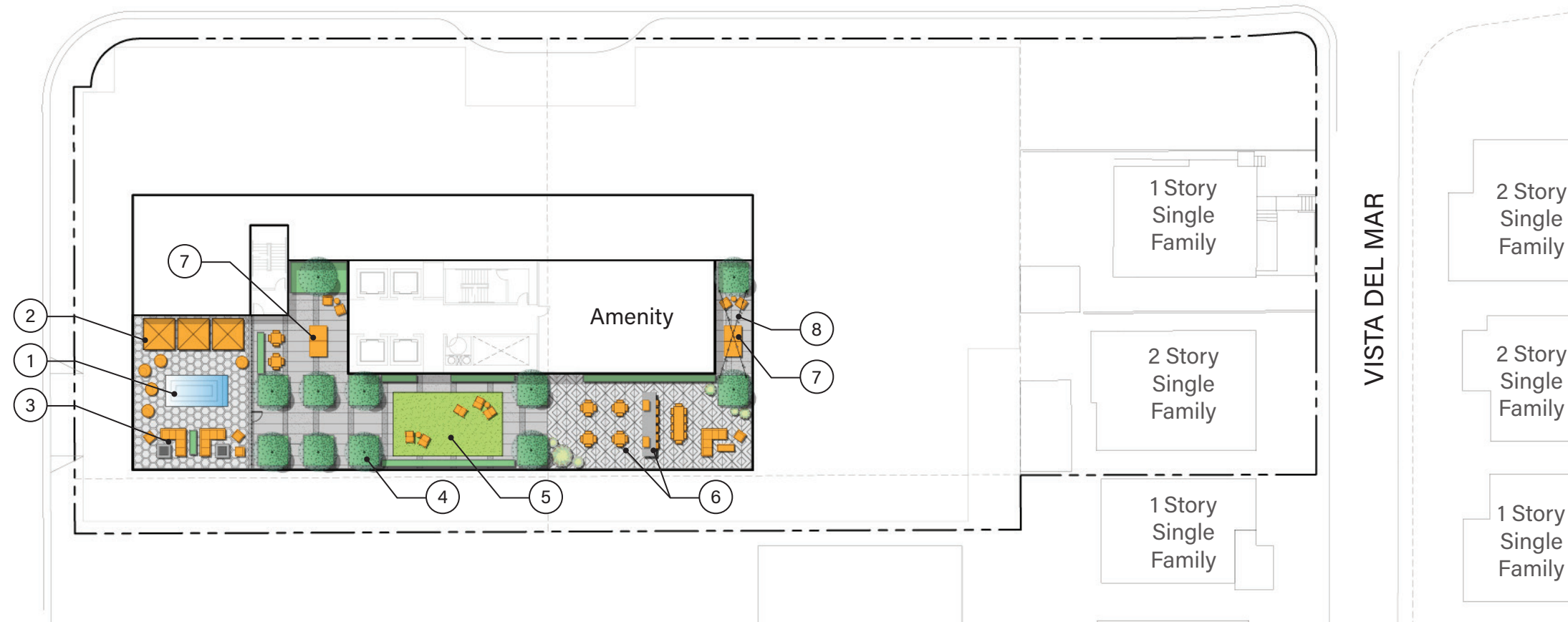
- ① Water Feature
- ② Cabana Seating
- ③ Firepit and Lounge Seating
- ④ Lightweight Planter, TYP.
- ⑤ Lawn Panel (Flexible Use)
- ⑥ BBQ and Dining
- ⑦ Game Table
- ⑧ Festoon Lighting

**Tree Legend**



NOTE: Refer to Sheet L5.00 for all Planting and Open Space Information

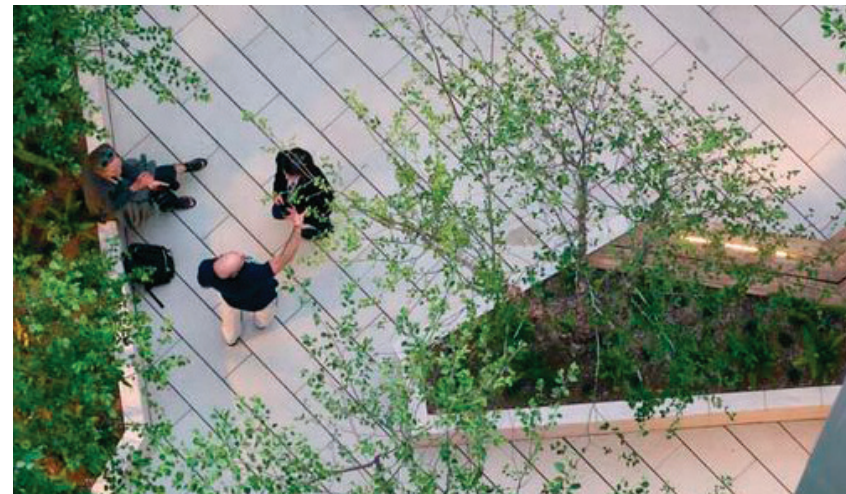
ARGYLE AVENUE



VISTA DEL MAR












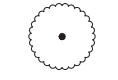



<b>OPEN SPACE REQUIRED = 30,400 SF</b>
<b>OPEN SPACE PROVIDED = 30,400 SF</b>
<b>TOTAL LANDSCAPED AREA = 7,610 SF</b>
<b>% OF LANDSCAPED COMMON OPEN SPACE = 25%</b>


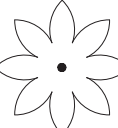
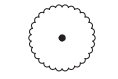
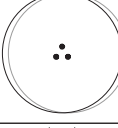

REFER TO ARCHITECTURAL SHEET A0.00 - PROJECT SUMMARY, FOR TOTAL OPEN SPACE INFORMATION.

	DESCRIPTION	SQUARE FOOTAGE
	COMMON OPEN SPACE (EXTERIOR)	16,190 SF
	COMMON OPEN SPACE (LANDSCAPED)	7,610 SF
	COMMON OPEN SPACE (INTERIOR AMENITY)	5,850 SF
	PRIVATE OPEN SPACE (REFER TO ARCHITECT)	750 SF

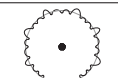
**2ND LEVEL: TREES SUCH AS:**

SYMBOL	NAME	QTY	SIZE	MATURE CANOPY DIA. SIZE	WATER USE
	KOELREUTERIA BIPINNATA CHINESE FLAME TREE	9	24" BOX STD	25'-45'	LOW
	PLATANUS RACEMOSA ** CALIFORNIA SYCAMORE	3	24" BOX STD	30'-50'	MEDIUM
	PODOCARPUS GRACILIOR FERN PINE	10	24" BOX STD	25'	MEDIUM
	TRISTANIA CONFERTUS BRISBANE BOX	4	24" BOX STD	25'-35'	LOW

**6TH LEVEL: TREES SUCH AS:**

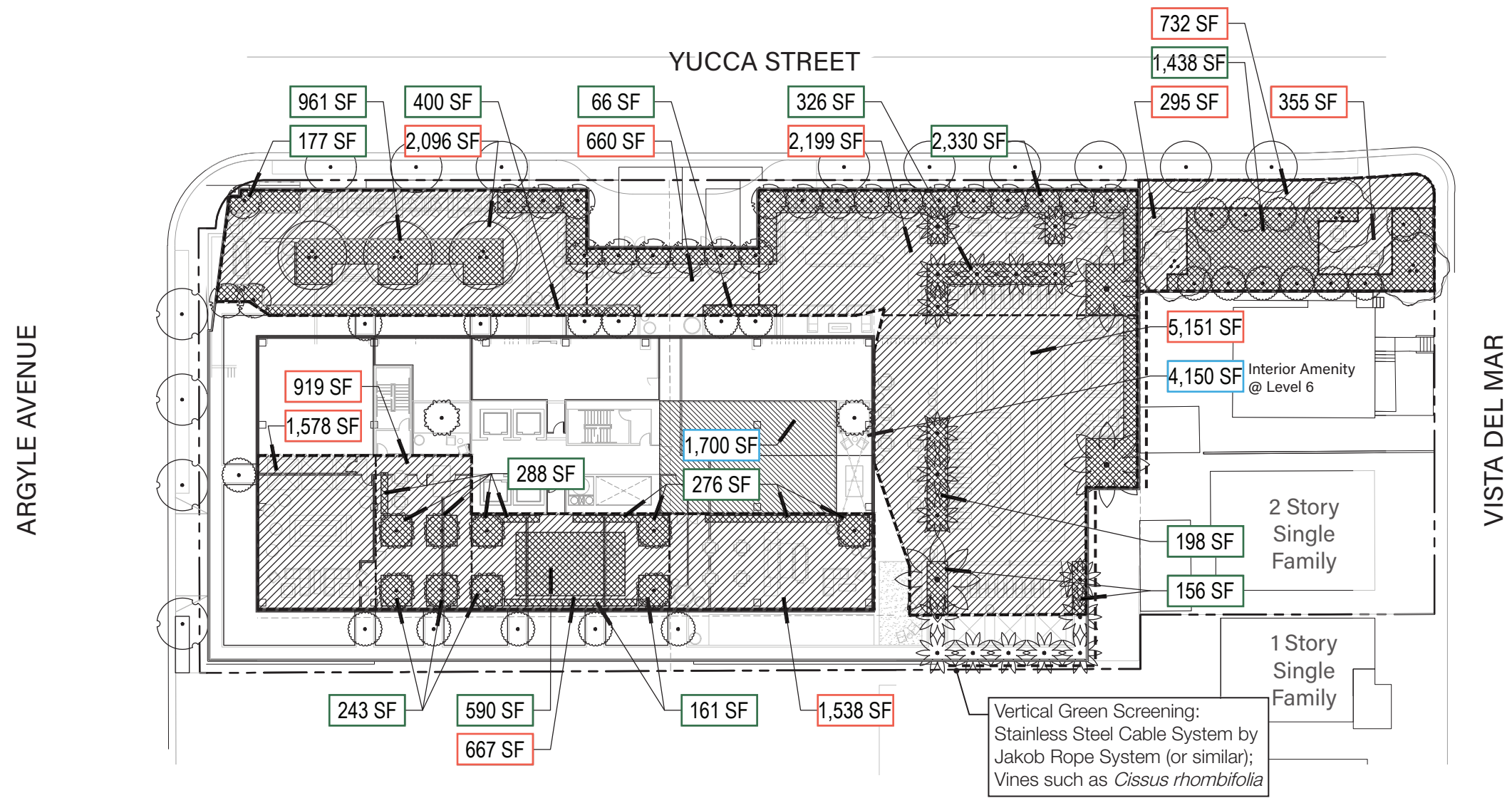
	PARKINSONIA 'DESERT MUSEUM** DESERT MUSEUM PALO VERDE	23	24" BOX STD	20'-25'	VERY LOW
	PHOENIX DACTYLIFERA DATE PALM	3	12' BTH	30'-40'	LOW
	PODOCARPUS GRACILIOR FERN PINE	12	24" BOX STD	15	MEDIUM
	PROSOPIS CHILENSIS THORNLESS CHILEAN MESQUITE	3	24" BOX STD	25'-40'	LOW
	WASHINGTONIA FILIFERA ** CALIFORNIA PALM	18	12' BTH	3'-6'	LOW

**30TH LEVEL: TREES SUCH AS:**

	CITRUS SP. TBD	11	24" BOX STD	15	MEDIUM
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\*\* INDICATES TREE SELECTION IS A CALIFORNIA NATIVE

<b>TREES REQUIRED = 68 TREES</b>
<b>TREES PROVIDED = 75 TREES (24" BOX MIN.)</b>
NOTE: ABOVE TREE TOTAL DOES NOT INCLUDE PALMS.



**6220 WEST YUCCA** Los Angeles, CA 90028 (APN 5546-031-007, -008, -027, -031)  
 CHAMPION REAL ESTATE COMPANY  
 togawa smith martin, inc. | www.tsminc.com 2014427.00 | September 11, 2020

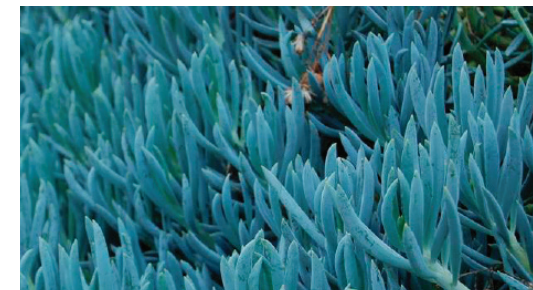
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**L5.00**

**OVERALL SITE PLAN - PLANTING AND OPEN SPACE**







CPC-2014-4705-ZC-HD-DB-MCUP-  
CU-SPR

# **EXHIBIT B**

## **MITIGATION MONITORING PROGRAM**

CPC-2014-4705-ZC-HD-DB-MCUP-  
CU-SPR



# CHAPTER 4 MITIGATION MONITORING PROGRAM

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## 1. Introduction

This Mitigation Monitoring Program (“MMP”) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the State CEQA Guidelines.

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

An Environmental Impact Report (EIR) has been prepared that addresses the potential environmental impacts of the Project. The evaluations of the Project’s impacts in the EIR take into consideration the project design features (PDF) that are incorporated into both projects and apply mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor the incorporation of the PDFs and implementation of the MMs identified for the Project.

## 2. Organization

As shown on the following pages, each identified PDF and MM is listed and categorized by environmental impact area, with accompanying identification of the following:

- Enforcement Agency: the agency with the power to enforce the PDF or MM.
- 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 PDF or MM shall be monitored.
- Monitoring Frequency: the frequency at which the PDF or MM shall be monitored.
- Action Indicating Compliance: the action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

### **3. Administrative Procedures and Enforcement**

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

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 PDFs and MMs 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 PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs 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.

### **4. 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 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. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 through 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director

of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

## 5. Mitigation Monitoring Program

### a) Aesthetics

#### *Project Design Features*

**PDF-AES-1:** Any utility poles remaining at the Project Site will be removed and new lines for sewer, power, gas, and telecommunication systems will be located underground.

- **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
- **Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit

**PDF-AES-2: Construction Fencing.** Temporary construction fencing will be placed along the periphery of the Project Site to screen construction activity of new buildings from view at the street level. The fence will be located along all perimeters of the Project Site with a minimum height of 8 feet. The Project Applicant will ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner (i.e., free of trash, graffiti, peeling postings and of uniform paint color or graphic treatment) throughout the construction period.

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

**PDF-AES-3:** Outdoor lighting along public streets and associated with rooftop and courtyard lighting, decorative lighting and building security lighting, will be placed and directed, and of a fixture type, to minimize visibility from adjacent residential 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:** Construction; Pre-operation
- **Monitoring Frequency:** Once at Project plan check; Once during field inspection following construction
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; Issuance of Certificate of Occupancy

**PDF-AES-4:** Although the Center Parcel is not located within the Hollywood Signage SUD, any proposed signs will be reviewed by the Department of City Planning for consistency with the Hollywood Signage SUD, as required for the West Parcel. Consistency includes ensuring that signs serve only on-site uses, are coordinated with the architectural design for the parcel, are appropriately scaled to the buildings on the parcel, and result in a visually uncluttered appearance.

- **Enforcement Agency:** 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
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit

**PDF-AES-5:** Glass used in building façades will be anti-reflective or treated with an anti-reflective coating in order to minimize glare (e.g., minimize the use of glass with mirror coatings). Consistent with applicable energy and building code requirements, including Section 140.3 of the California Energy Code as may be amended, glass with coatings required to meet the Energy Code requirements will be permitted.

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

- **Monitoring Frequency:** Once at Project plan check; Once during field inspection
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; Issuance of Certificate of Occupancy

See also PDF GHG-1 and PDF GHG-2 in the Greenhouse Gas section.

## b) Air Quality

### *Project Design Features*

**PDF-AQ-1: Green Building Measures:** The Project will be designed and operated to exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code.

- Green building measures will include, but are not limited to the following:
- The Project will be designed to optimize energy performance and reduce building energy cost by a minimum of 5 percent for new construction compared to the Title 24 Building Energy Efficiency Standards (2016).
- The Project will be designed to optimize energy performance and reduce building energy cost by installing energy efficient appliances that meet the USEPA ENERGY STAR rating standards or equivalent.
- The Project will provide a minimum of 30 kilowatts of photovoltaic panels on the Project Site, unless additional kilowatts of photovoltaic panels become feasible due to additional area being added to the Project Site.
- The Project will reduce outdoor potable water use by a minimum of 20 percent compared to baseline water consumption as required in LAMC Section 99.04.304. Reductions would be achieved through drought-tolerant/California native plant species selection, irrigation system efficiency, alternative water supplies (e.g., stormwater retention for use in landscaping), and/or smart irrigation systems (e.g., weather-based controls).
- The Project will reduce indoor potable water use by a minimum of 20 percent compared to baseline or standard water consumption as defined in LAMC Section 99.04.303 by installing water fixtures that exceed applicable standards.
- The Project would not include fireplaces in the residential buildings.
- **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; Operation

- **Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit; Once after completion of Project
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; Post-construction documentation that indicates the Project would exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code

**MM-AQ-1: Construction Measures:** The Project shall utilize off-road diesel-powered construction equipment that meets the CARB and USEPA Tier 4 Final off-road emissions standards for equipment rated at 50 hp or greater during Project construction. To the extent possible, pole power shall be made available for use with electric tools, equipment, lighting, etc. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; 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 during Project plan check; Continuous field inspections during construction, with quarterly reporting
- **Action Indicating Compliance:** Issuance of applicable building permit; Field inspection sign-off

## c) Biological Resources

### *Mitigation Measures*

**MM-IS-1:** Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.

- **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

- **Monitoring Frequency:** Once during Project plan check
- **Action Indicating Compliance:** Issuance of any permit

**MM-IS-2:** All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

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

**MM-IS-3:** Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Public Works
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Public Works
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of building permit; Once during field inspection
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; Issuance of Certificate of Occupancy



## d) Cultural Resources

### *Mitigation Measures*

**MM-ARCH-1:** Prior to the issuance of a demolition permit, the Applicant shall retain a qualified Archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards (qualified Archaeologist) to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified Archaeologist. Prior to commencement of excavation activities, an Archaeological Sensitivity Training shall be given for construction personnel. The training session, shall be carried out by the qualified Archaeologist, will focus on how to identify archaeological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Prior to issuance of a demolition or grading permit
- **Action Indicating Compliance:** Issuance of demolition or grading permit

**MM-ARCH-2:** In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate buffer area shall be established by the qualified Archaeologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by the qualified Archaeologist. If a resource is determined by the qualified Archaeologist to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to Public Resources Code Section 21083.2(g), the qualified Archaeologist shall coordinate with the Applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible,

treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

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

**MM-ARCH-3:** Prior to the release of the grading bond, the qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. The report and the Site Forms shall be submitted by the Project applicant to the City, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the development and required mitigation measures.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; South Central Coastal Information Center
- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, completion of grading/excavation activity
- **Action Indicating Compliance:** Compliance report by qualified archaeologist

## e) Energy

*See PDF AQ-1 in Air Quality and PDF-WS-1 in Water Supply.*

## f) Geology and Soils

### *Mitigation Measures*

**MM-PALEO-1:** Prior to the issuance of a demolition permit, the Applicant shall retain a qualified Paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards (SVP, 2010) to develop and implement a paleontological monitoring program for construction excavations that would encounter the fossiliferous older Quaternary alluvium deposits (associated with sediments below five feet deep across the Project Site). The Qualified Paleontologist shall attend a pre-grade meeting to discuss a paleontological monitoring program. The Qualified Paleontologist shall supervise a paleontological monitor who shall be present during construction excavations into older Quaternary alluvium deposits. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections shall be determined by the Qualified Paleontologist and shall be based on the rate of excavation and grading activities, proximity to known paleontological resources or fossiliferous geologic formations (i.e., older Quaternary alluvium deposits), the materials being excavated (i.e., native sediments versus artificial fill), and the depth of excavation, and if found, the abundance and type of fossils encountered. Full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the qualified Paleontologist.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Prior to issuance of demolition or grading permit; At time of resource discovery, should it occur
- **Action Indicating Compliance:** Issuance of demolition permit; Compliance report by qualified paleontologist

**MM-PALEO-2:** If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. An appropriate buffer area shall be established by the Qualified Paleontologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the qualified Paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing and evaluation of the find. If preservation in place is not a feasible treatment measure, the Qualified Paleontologist shall implement a paleontological salvage program to remove the resources from the Project Site. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued

before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Los Angeles County Natural History Museum, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school.

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

**MM-PALEO-3:** Prior to the release of the grading bond, the Qualified Paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the Applicant to the City, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

- **Enforcement Agency:** City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, completion of grading/excavation activity
- **Action Indicating Compliance:** Compliance report by qualified paleontologist

## **g) Greenhouse Gas Emissions**

### *Project Design Features*

**PDF-GHG-1: GHG Emission Offsets:** The Project will provide or obtain GHG emission offsets as required in the Project's Environmental Leadership Development Project certification and related documentation pursuant to the *Jobs and Economic Improvement Through Environmental Leadership Act*.

- **Enforcement Agency:** City of Los Angeles Department of City Planning

- **Monitoring Agency:** City of Los Angeles Department of City Planning; California Air Resources Board
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Completion of purchase contract

**PDF-GHG-2:** At least 20 percent of the total code-required parking spaces provided for all types of parking facilities 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 requirement 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; Construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of building permit; Once during field inspection
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; Issuance of Certificate of Occupancy

**PDF-GHG-3:** At least 5 percent of the total code-required parking spaces shall be equipped with EV charging stations. Plans shall indicate the proposed type and location(s) of charging stations. Plan design shall be based on Level 2 or greater EVSE at its maximum operating capacity. When the application of the 5-percent requirement results in a fractional space, round up to the next whole number.

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



- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of building permit; Once during field inspection
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; Issuance of Certificate of Occupancy

## h) Noise

### *Project Design Features*

**PDF-NOI-1:** Generators used during the construction process will be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.

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

**PDF-NOI-2:** The Project will not use impact pile drivers and will not allow blasting during construction activities.

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

### *Mitigation Measures*

**MM-NOI-1: Construction Noise Barriers:** The Project shall provide a temporary 15-foot tall construction noise barriers (i.e., wood, sound blanket) between the Project construction site and residential development along the entire south, west, and east boundaries of the Project Site, achieving a performance standard of a 15 dBA noise level reduction. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this

measure. The temporary noise barriers shall be used during early Project construction phases (up to the start of framing) when the use of heavy equipment is prevalent.

- **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; Periodic field inspections
- **Action Indicating Compliance:** Plan approval and issuance of applicable demolition or building permit; Field inspection sign-offs

**MM-NOI-2: Equipment Noise Control:** The Project contractor(s) shall employ state-of-the-art noise minimization strategies when using mechanized construction equipment.

- The contractor(s) shall not use blasting, jack hammers or pile drivers. The contractor(s) shall use only electric power crane(s), and shall use other electric equipment if commercially available.
- The contractor(s) shall limit unnecessary idling of equipment on or near the site.
- The contractor(s) shall place noisy construction equipment as far from the Project Site edges as practicable.
- The Project contractor(s) shall equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards. For example, absorptive mufflers are generally considered commercially available, state-of-the-art noise reduction for heavy duty equipment. The construction contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-offs

**MM-NOI-3:** Heavy construction equipment such as a large dozer, a large grader, and a large excavator shall not operate within 15 feet from the nearest single-family residential building adjacent to the Project Site along Vista Del Mar Avenue (R3). Small construction equipment such as a small dozer, a small excavator, and a small grader shall be permitted to operate within 15 feet from the nearest single-family residential building adjacent to the Project Site along Vista Del Mar Avenue (R3). The Applicant shall designate a construction relations officer to serve as a liaison with the nearest single-family residential buildings (R3). The liaison shall be responsible

for responding to concerns regarding construction groundborne vibration within 24 hours of receiving a complaint. The liaison shall ensure that steps will be taken to reduce construction groundborne vibration levels as deemed appropriate and safe by the on-site construction manager. Such steps could include the use of vibration absorbing barriers, substituting lower groundborne vibration generating equipment or activity, rescheduling of high groundborne vibration-generating construction activity, or other potential adjustments to the construction program to reduce groundborne vibration levels at the nearest single-family residential building adjacent to the Project Site along Vista Del Mar Avenue (R3).

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-offs

**MM-NOI-4:** Prior to start of construction, the Project Applicant shall retain the services of a licensed building inspector, or structural engineer, or other qualified professional as approved by the City, to inspect and document (video and/or photographic) the apparent physical condition of the residential buildings along Vista Del Mar Avenue (measurement location/sensitive receptor location R3), including but not limited to the building structure, interior wall, and ceiling finishes.

The Project Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a groundborne vibration monitoring program capable of documenting the construction-related groundborne vibration levels at each residence during demolition, excavation, and construction of the parking garages. The groundborne vibration monitoring program shall measure (in vertical and horizontal directions) and continuously store the peak particle velocity (PPV) in inch/second. Groundborne vibration data shall be stored on a two-second interval. The program shall also be programmed for two preset velocity levels: a warning level of 0.15 inch/second PPV and a regulatory level of 0.2 inch/second PPV. The program shall also provide real-time alerts when the groundborne vibration levels exceed the two preset levels. Monitoring shall be conducted at a feasible location between the Project Site and the residential buildings along Vista del Mar Avenue adjacent to the Project Site as near to the adjacent residential structures as possible.

The groundborne vibration monitoring program shall be submitted to the Department of Building and Safety, prior to initiating any construction activities for approval.

- In the event the warning level (0.15 inch/second PPV) is triggered, the contractor shall identify the source of groundborne vibration generation and provide feasible steps to reduce the groundborne vibration level such as halting/staggering concurrent activities or utilizing lower vibratory techniques.

- In the event the regulatory level (0.2 inch/second PPV) is triggered, the contractor shall halt the construction activities in the vicinity of the affected residences and visually inspect the affected residences for any damage. Results of the inspection must be logged. The contractor shall identify the source of groundborne vibration generation and implement feasible steps to reduce the groundborne vibration level such as staggering concurrent activities or utilizing lower vibratory techniques. Construction activities may continue upon implementation of feasible steps to reduce the groundborne vibration level.
- In the event damage occurs to the residential buildings along Vista Del Mar Avenue (measurement location/sensitive receptor location R3) due to Project construction groundborne vibration, such materials shall be repaired to the same or better physical condition as documented in the pre-construction inspection and video and/or photographic records. Any such repair work shall be conducted in accordance with the Secretary of Interior's Standards for Rehabilitation pursuant to CEQA Guidelines Section 15064.5, subsection (b)(3).
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check; Periodic field inspections
- **Action Indicating Compliance:** Plan approval and issuance of applicable demolition or building permit; Field inspection sign-offs

**MM-NOI-5: Emergency Generator:** The Project shall install a sound enclosure and/or equivalent noise-attenuating features (i.e., mufflers) for the emergency generator that will provide approximately 25 dBA noise reduction. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check prior to building permit; Once during field inspection
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; Field inspection signoff

## i) Public Services – Fire Protection

### *Project Design Features*

**PDF-FIRE-1:** The following Voluntary Fire and Emergency Medical Measures will be provided for the long term operations of the Project:

- Owner supplied automated external defibrillators (AED's) will be provided on selected floors to be used by on-site security as necessary. Security personnel will be fully trained on the use and operation of the AED's; and
- First aid training will be made available and encouraged for all building occupants, accessible on-line.
- **Enforcement Agency:** 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:** Once prior to Certificate of Occupancy
- **Action Indicating Compliance:** Issuance of Certificate of Occupancy

## j) Public Services – Police Protection

### *Project Design Features*

**PDF-POL-1:** During construction, the Project Applicant will implement temporary security measures, including security barriers and fencing (e.g., chain-link fencing), low-level security lighting focused on the building site (no direct glare or light spill-over on neighboring properties), and locked entry (e.g., padlock gates or guard-restricted access) to limit access by the general public, secure construction equipment, and minimize trespassing, vandalism, short-cut attractions, and attractive nuisances. Regular daily and multiple security patrols during non-construction hours (e.g., nighttime hours, weekends, and holidays) will also be provided to minimize trespassing, vandalism, and short-cut and other attractions. During construction activities, the Contractor will document the security measures; and the documentation will be made available to the Construction Monitor.

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



- **Action Indicating Compliance:** Field inspection sign-offs

**PDF-POL-2:** During operation, the Project will incorporate a 24 hour/seven-day security program to ensure the safety of its residents and site visitors. The Project's security will include, but not be limited to, the following design features:

- Installing and utilizing a 24-hour security camera network throughout the underground parking structures, the elevators, the common and amenity spaces, the lobby areas, and the rooftop and ground level outdoor open spaces. All security camera footage shall be maintained for at least 30 days, and such footage shall be provided to the LAPD, as needed;
  - Designated staffers shall be dedicated to monitoring the Project's security cameras and directing staff to locations where any suspicious activity is viewed;
  - Maintaining staff on-site, including at the lobby concierge desk and within the car valet areas.
  - Controlling access to all building elevators, hotel rooms, residences, and resident-only common areas through an electronic key fob specific to each user;
  - Training staff on security policies for the Project's buildings. Duties of the security personnel would include, but not be limited to, assisting residents and visitors with site access, monitoring entrances and exits of buildings, managing and monitoring fire/life/safety systems, and patrolling the property; and
  - Maintaining unrestricted access to commercial/restaurant uses during business hours, with public access (except for authorized persons) prohibited after the businesses have closed.
- **Enforcement Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
  - **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
  - **Monitoring Phase:** Pre-construction; Construction
  - **Monitoring Frequency:** Once at Project plan check; Once prior to issuance of Certificate of Occupancy
  - **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; Issuance of Certificate of Occupancy

**PDF-POL-3: Landscaping.** Project landscaping will be designed so as not to impede visibility.

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

- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; Once during field inspection
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; Issuance of Certificate of Occupancy

**PDF-POL-4: Participation in Community Crime Prevention Efforts.** The Project residential association and commercial uses will participate in any community crime prevention efforts (e.g., Neighborhood Watch) that may be active in the Project area.

- **Enforcement Agency:** City of Los Angeles Department of City Planning, Los Angeles Police Department
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Los Angeles Police Department
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; Once during field inspection
- **Action Indicating Compliance:** Issuance of Certificate of Occupancy

**PDF-POL-5: Provision of Project Diagrams to LAPD.** Prior to the issuance of a Certificate of Occupancy, the Project Applicant will 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 requested by the Los Angeles Police Department as necessary to facilitate police response.

- **Enforcement Agency:** City of Los Angeles Department of City Planning, Los Angeles Police Department
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Los Angeles Police Department
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; Once during field inspection
- **Action Indicating Compliance:** Issuance of Certificate of Occupancy

## k) Transportation

### *Project Design Features*

**PDF-TRAF-1: Construction Traffic Management Plan.** A detailed Construction Traffic Management Plan including street closure information, detour plans, haul routes, and staging plans will be prepared and submitted to the Los Angeles Department of Transportation for review and approval. The Construction Traffic Management Plan will formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The Construction Traffic Management Plan will be based on the nature and timing of the specific construction activities of the Project and other projects in the vicinity of the Project Site, if any, and will include, but not be limited to, the following elements as appropriate:

- Advanced notification of adjacent property owners and occupants, as well as nearby schools, of upcoming construction activities, including durations and daily hours of construction. Prohibition of construction-related vehicles, including construction worker parking on nearby residential streets.
  - Temporary pedestrian and vehicular traffic controls (i.e., flag persons) during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways. In the event of a lane or sidewalk closure, a worksite traffic control plan shall route traffic or pedestrians around any such lane or sidewalk closures.
  - Maintenance of safe and convenient routes for pedestrians and bicyclists through such measures as alternate routing and protection barriers where appropriate, including along all identified Los Angeles Unified School District (LAUSD) pedestrian routes to the nearby school.
  - Scheduling of construction-related deliveries, haul trips, worker trips, etc., so as to occur outside the commuter peak hours to the extent feasible, and so as to not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to the nearby school.
  - Provision of detour plans to address temporary road closures during construction. Coordination of temporary road closures so as to occur outside of peak hours.
  - Minimize queueing of haul trucks and construction-related vehicles on adjacent streets.
  - Advanced notification of temporary parking removals and duration of removals.
  - Coordination with public transit agencies to provide advanced notifications of stop relocations and durations.
- **Enforcement Agency:** City of Los Angeles Department of Transportation
  - **Monitoring Agency:** City of Los Angeles Department of Transportation
  - **Monitoring Phase:** Pre-construction; Construction
  - **Monitoring Frequency:** Once prior to issuance of building permit; Periodic field inspections

- **Action Indicating Compliance:** Approval of Construction Traffic Management Plan from the Los Angeles Department of Transportation prior to issuance of building permit; Field inspection sign-offs

**PDF-TRAF-2: Pedestrian Safety Plan.** The Project Applicant will plan construction and construction staging so as to maintain pedestrian access, including Safe Routes to Schools, on adjacent sidewalks throughout all construction phases. The Project Applicant will maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times. Temporary pedestrian facilities will be adjacent to the Project Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility. Covered walkways will be provided where pedestrians are exposed to potential injury from falling objects. The Project Applicant will keep sidewalks open during construction except when it is absolutely required to close or block the sidewalks for construction staging. Sidewalks will be reopened as soon as reasonably feasible, taking construction and construction staging into account. In the event that multiple projects are under construction in the area simultaneously that would affect the same sidewalk(s), the Project Applicant will coordinate with LADOT to ensure pedestrian safety is maintained.

- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once prior to issuance of demolition or grading permit; Periodic field inspections
- **Action Indicating Compliance:** Approval of Construction Pedestrian Safety Plan from the Los Angeles Department of Transportation prior to issuance of demolition or grading permit; Field inspection signoffs

### *Mitigation Measures*

**MM-TRAF-1: Transportation Demand Management Program.** The Project Applicant shall prepare and implement a comprehensive Transportation Demand Management (TDM) Program to promote non-auto travel and reduce the use of single-occupant vehicle trips. A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the Project. The TDM Program shall ensure that the Project VMT would be below the applicable VMT threshold(s) established in the Transportation Assessment Guidelines through such means that could include monitoring or reporting, as required by the City. The strategies in the TDM Program shall include at a minimum, the following:

- **Unbundled Parking:** Provision of unbundled parking for residents (i.e., parking space is leased separately from dwelling units); and

- **Promotions and Marketing:** Employees and residents shall be provided with materials and promotions encouraging use of alternative modes of transportation. This type of campaign would raise awareness of the options available to people who may never consider any alternatives to driving.

In addition, the TDM could include measures such as:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator;
- Design the project to ensure a bicycle, transit, and pedestrian friendly environment;
- Accommodate flexible/alternative work schedules and telecommuting programs;
- A provision requiring compliance with the State Parking Cash-out Law in all leases;
- Coordinate with DOT to determine if the project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles);
- Provide on-site transit routing and schedule information;
- Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;
- Provide rideshare matching services;
- Preferential rideshare loading/unloading or parking location; and/or
- Contribute a one-time fixed fee contribution of \$75,000 to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.
- Participation as a member in the future Hollywood Transportation Management Organization (TMO), when operational. When the Hollywood TMO becomes operational, the Hollywood TMO's services may replace some of the in-house TDM services where applicable.

In addition to these TDM measures, DOT also recommends that the applicant explore the implementation of an on-demand van, shuttle or tram service that connects the project employees to off-site transit stops (such as the Metro Red Line stations) based on the transportation needs of the project's employees. Such a service can be included as an additional measure in the TDM program if it is deemed feasible and effective by the applicant.

- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once prior to issuance of first Certificate of Occupancy
- **Action Indicating Compliance:** Los Angeles Department of Transportation approval of TDM program and issuance of first Certificate of Occupancy



## I) Utilities – Water

### *Project Design Features*

**PDF-WS-1:** Water conservation measures will include, but not be limited to: installation of waterless urinals; 1.75 gpm for shower heads; high efficient/demand water heater system; drought tolerant, low water use landscape system including drip, bubblers, and weather-based controller; and installation of turf where feasible.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of building permit; Once prior to issuance of final Certificate of Occupancy
- **Action Indicating Compliance:** Approval of plans and issuance of applicable building permit; Issuance of Final Certificate of Occupancy

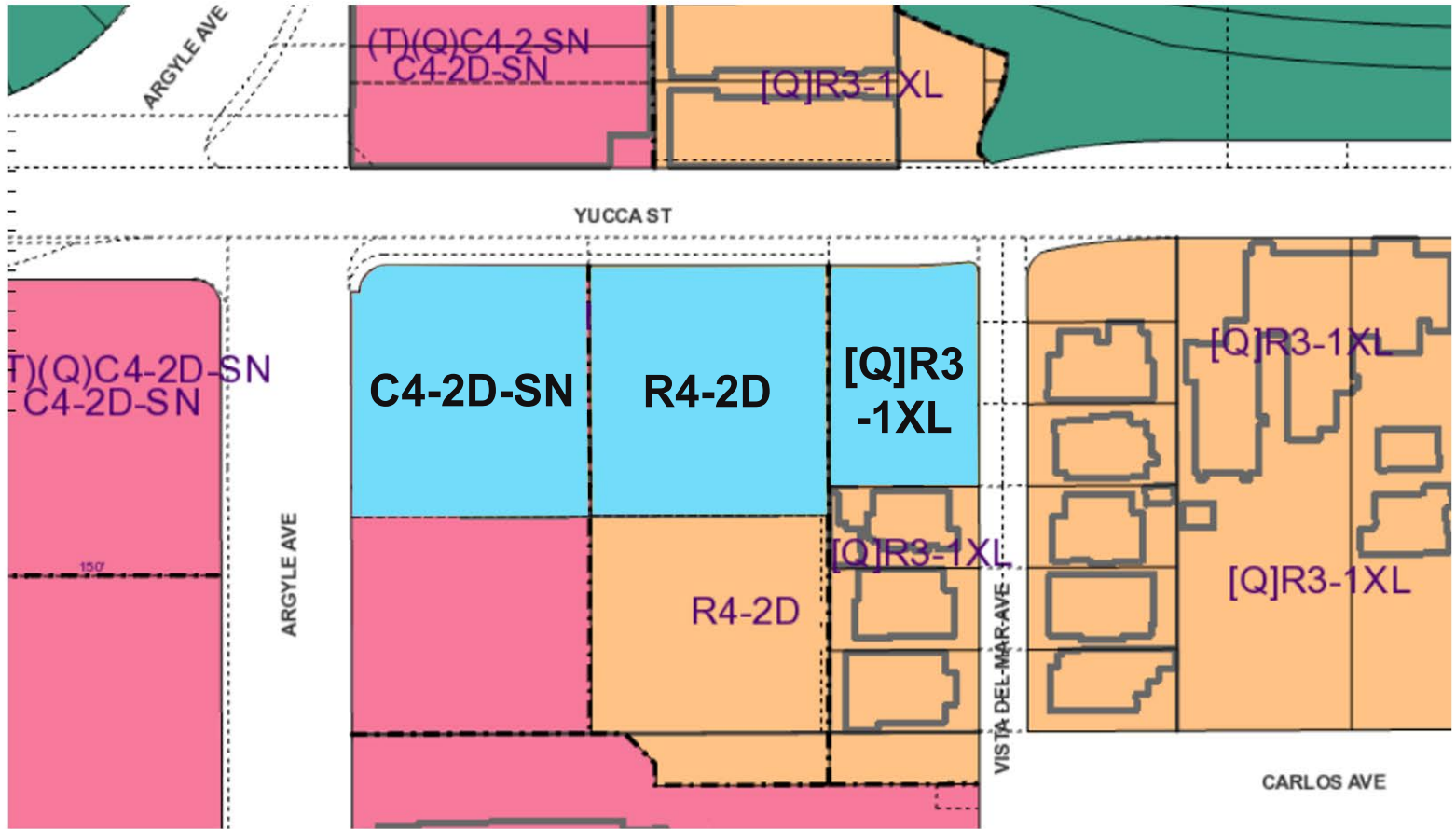
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CPC-2014-4705-ZC-HD-DB-MCUP-  
CU-SPR

# **EXHIBIT C**

## **ZONE CHANGE MAP**

CPC-2014-4705-ZC-HD-DB-MCUP-  
CU-SPR



### Existing Zoning



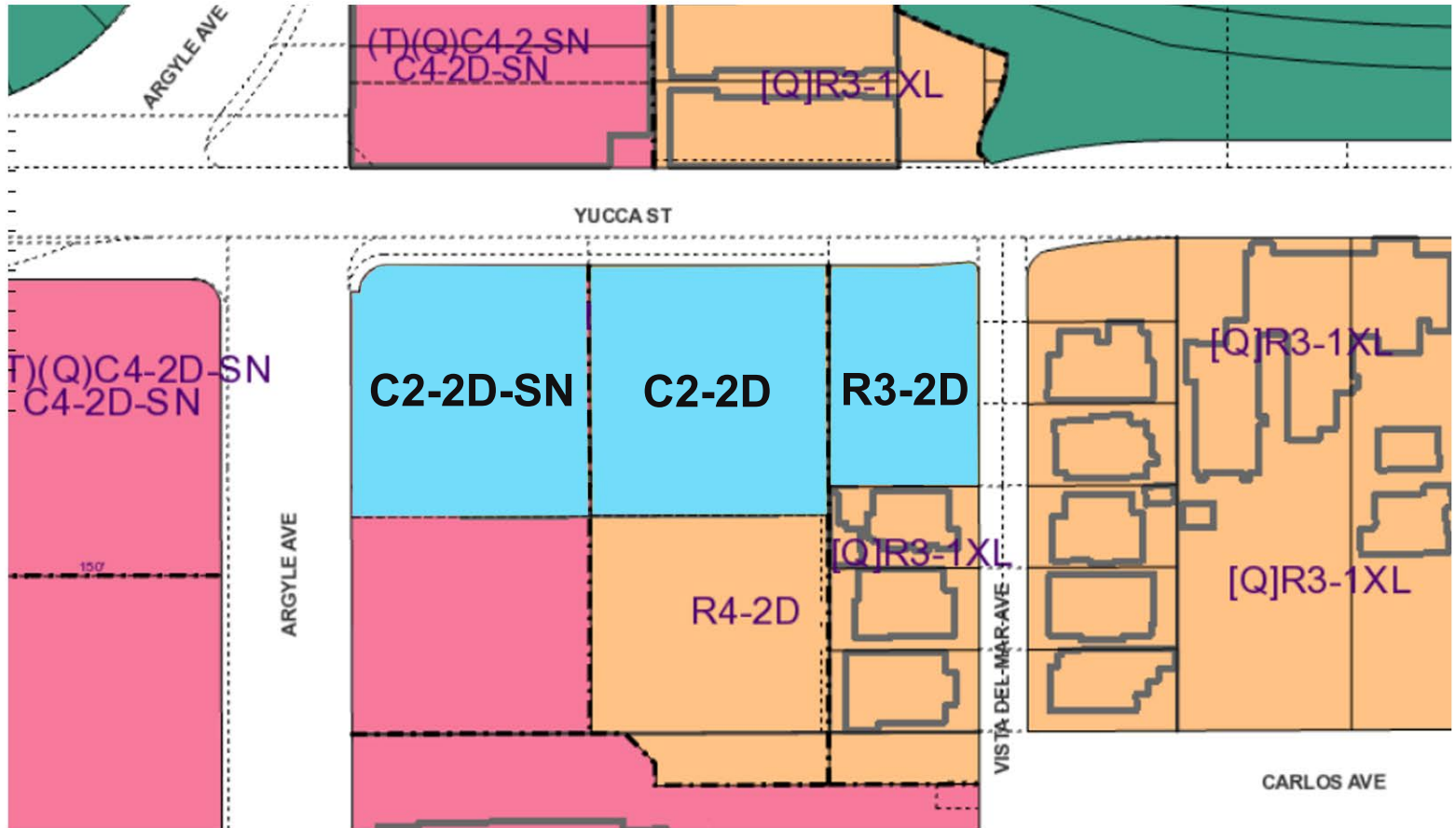
**6220 WEST YUCCA** Los Angeles, CA 90028 (APN 5546-031-007, -008, -027, -031)

CHAMPION REAL ESTATE COMPANY

togawa smith martin, inc. | www.tsminc.com

2014427.00 | September 14, 2020

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## Proposed Zoning



**6220 WEST YUCCA** Los Angeles, CA 90028 (APN 5546-031-007, -008, -027, -031)

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CPC-2014-4705-ZC-HD-DB-MCUP-  
CU-SPR

# **EXHIBIT D**

DOT MEMORANDUM OF  
UNDERSTANDING

CPC-2014-4705-ZC-HD-DB-MCUP-  
CU-SPR

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

6220 W. Yucca St  
DOT Case No. Cen 18-46907

Date: March 3, 2020

To: Debbie Lawrence, City Planner  
Department of City Planning

From: Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MIXED-USE DEVELOPMENT PROJECT LOCATED AT 6220 WEST YUCCA STREET**

*On April 17, 2018, the Department of Transportation (DOT) issued an updated traffic assessment report to the Department of City Planning regarding the proposed mixed-use project located at 6220 West Yucca Street in which 24 signalized intersections and five unsignalized intersections were evaluated. Based on this evaluation, it was concluded that one of the studied signalized intersections would be significantly impacted. However, subsequent to the releasing of the report, pursuant to the Senate Bill (SB 743) and the recent changes to the Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action, the applicant submitted a VMT analysis for the proposed project on February 7, 2020, with an update with minor changes dated March 2, 2020, in addition to the previously updated analysis submitted in March 2018. Therefore, please replace the previous April 17, 2018 DOT assessment, in its entirety, with this report which addresses the totality of the transportation analysis.*

-----

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by Gibson Transportation Consulting, Inc., for the proposed mixed-use project located at 6220 West Yucca Street. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

## DISCUSSION AND FINDINGS

### A. Project Description

The Project is a mixed-use development including 210 multi-family residential units, 136 hotel rooms, and approximately 12,570 square feet of commercial/restaurant uses in two buildings. Building 1 will include the hotel, commercial/restaurant uses, and 197 residential units while Building 2 will include the remaining 13 residential units. Building 1 will be located on the western portion of the Project site while Building 2 will be located on the eastern portion of the Project site as shown in **Attachment A**. Currently, the project site is currently developed with one single-family residence, one duplex (two multi-family units), and three two-story apartment buildings (40 residential units) for a total of 43 residential units, all of which would be removed with the proposed Project.

The project will provide 436 automobile parking spaces and 232 bicycle parking spaces. Vehicular access to Building 1 will be accommodated via one full access driveway on Yucca Street and one full access driveway on Argyle Avenue. A curbside porte-cochere with valet access will be provided on Yucca Street. Vehicular access to Building 2 will be via one full access driveway on Vista Del Mar Avenue. The project is expected to be completed by 2022.

### B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project does exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

### C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Gibson Transportation Consulting, Inc., the VMT projections for the proposed project before mitigation are 7.4 and 7.2 for the Household and Work VMT's respectively. Therefore, the project would result in a Household VMT impact.

To mitigate this impact, the project proposes to implement the TDM strategies of unbundling parking and Promotions and Marketing. By implementing these strategies, the Household VMT per Capita becomes 6.0 and the Work VMT per Employee becomes 7. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at one location. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

## PROJECT REQUIREMENTS

A. CEQA-Related Mitigation

To off-set the expected significant impacts identified in the project's transportation impact study, LADOT recommends that the applicant be required to implement the following transportation demand management (TDM) mitigation measures:

1. Transportation Demand Management (TDM) Program

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM

program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include the following strategies:

- Provide unbundled parking that separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units;
- Promotions and Marketing. Employees and residents would be provided with materials and promotions encouraging use of alternative modes of transportation. This type of campaign helps to raise awareness of the options available to people who may never consider any alternatives to driving

Additional TDM Measures may include:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator;
- Participate as a member of future Hollywood Transportation Management Organization, when operational (described in detail below);
- Design the project to ensure a bicycle, transit, and pedestrian friendly environment;
- Accommodate flexible/alternative work schedules and telecommuting programs;
- A provision requiring compliance with the State Parking Cash-out Law in all leases;
- Coordinate with DOT to determine if the project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles);
- Provide on-site transit routing and schedule information;
- Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;
- Provide rideshare matching services;
- Preferential rideshare loading/unloading or parking location;
- Contribute a one-time fixed fee contribution of **\$75,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.

In addition to these TDM measures, DOT also recommends that the applicant explore the implementation of an on-demand van, shuttle or tram service that connects the project employees to off-site transit stops (such as the Metro Red Line stations) based on the transportation needs of the project's employees. Such a service can be included as an additional measure in the TDM program if it is deemed feasible and effective by the applicant.

If a proposed traffic mitigation measure does not receive the required approval during plan review, a substitute mitigation measure may be provided subject to the approval of LADOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure



proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.

## B. Additional LADOT Requirements

### 1. Hollywood Transportation Management Organization

The project should join a Transportation Management Organization (TMO) serving the Hollywood area once it is created. DOT is currently working with other major employers in the Hollywood area to develop a TMO that would be available to the general public and employees of participating companies within the Hollywood area. The TMO would offer similar services to those described above but would have a much wider reach than the project's local TDM plan and can result in much greater trip reduction benefits. TMO's in other major employment centers of Los Angeles County have proved beneficial in reducing traffic and improving air quality. A TMO in Hollywood can be instrumental in promoting the use of transit and the City's bike share and car share programs that will be installed in the coming years within the Hollywood community. The TMO's activities would help augment or implement some of the strategies described above for the project-specific TDM plan. TMO's typically implement and promote TDM strategies such as the following:

- employee flex time and modified work schedules;
- vanpool and carpool programs;
- provide information on rail, bus and shuttle services;
- satellite parking;
- non-vehicular commuting;
- parking management strategies;
- telecommuting programs;
- matching services for multi-employer carpools,
- multi-employer vanpools (to serve areas that are identified as under-served by transit);
- promotion and implementation of pedestrian, bicycle and transit stop enhancements (such as transit/bicycle lanes).

### 2. Transportation Systems Management (TSM) Improvements

LADOT's ATSAC Section has identified the need to replace the existing video fiber/fiber optic cables with the high-capacity data cables in the Hollywood area. The new cables would be installed from an ATSAC hub located at Wilcox Avenue & De Longpre Avenue to Franklin Avenue/Highland Avenue, to Hollywood Boulevard/Highland Avenue, and to Hollywood Boulevard/Vine Street. These cables would provide the network capacity for additional closed circuit television (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations in Hollywood.

Should the project be approved, then a final determination on how to implement these video fiber/fiber optic upgrades will be made by DOT prior to the issuance of the first building permit. These video fiber/fiber optic upgrades will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of

**\$175,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **\$175,000** to DOT, and DOT shall design and construct the upgrades.

If the upgrades are implemented by the applicant through the B-Permit process, then these video fiber/fiber optic improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

C. New Traffic Signal

In the preparation of traffic studies, DOT guidelines indicate that unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device. When choosing which unsignalized 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. The traffic study included traffic signal warrant analyses for the following three intersections:

- Gower Street and US-101 Freeway Northbound on-ramp
- Gower Street and US-101 Freeway Southbound off-ramp/Yucca Street
- Gower Street/Yucca Street

Based on the warrant analyses results, warrants for a new traffic signal will be satisfied for each of these intersections for future 2022 with project traffic conditions. However, the satisfaction of a traffic signal warrant does not in itself require the installation of a signal. Other factors relative to safety, traffic flow, signal spacing, coordination, etc. should be considered. The two intersections at Gower Street and US-101 Freeway ramps are within the jurisdiction of Caltrans and are subject to review and co-approval by that agency and by DOT's Hollywood-Wilshire District Office. The traffic signal warrant analysis shall be prepared pursuant to Section 353 of DOT's Manual of Policies and Procedures and submitted by the applicant to DOT for review. Furthermore, it is the responsibility of the applicant to secure approval and any necessary permits by Caltrans for the traffic signal proposed at freeway ramps. An officially approved TCR does not remove the responsibility of the applicant from securing the acceptance and/or approval by Caltrans where State right-of-way is involved.

D. Implementation of Improvements and Mitigation Measures

For all of the proposed intersection improvements, the final determination on the feasibility of street widening shall be made by BOE. The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications, bus stop relocations and lost parking meter revenues associated with the proposed transportation improvements described above. All proposed street improvements and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Prior to

setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 972-8687, to arrange a pre-design meeting to finalize the proposed design. Costs related to any relocation of bus zones and shelters, and to modifying or upgrading traffic signal equipment and that are necessary to implement the proposed mitigations shall be incurred by the applicant. In the event the originally proposed mitigation measures become infeasible, substitute mitigation measures of an equivalent cost may be provided subject to approval by DOT, upon demonstration that the substitute measure is equivalent or superior to the original measure in mitigating the project's significant impact.

E. Highway Dedication And Street Widening Requirements

On August 11, 2015, 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, **Yucca Street, Vista Del Mar, and Argyle Avenue** have been designated a Local Street- Standard which would require an 18-foot half-width roadway within a 30-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.

F. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT 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.

G. Parking Requirements

The project will provide 436 automobile parking spaces and 232 bicycle parking spaces. Vehicular access to Building 1 will be accommodated via one full access driveway on Yucca Street and one full access driveway on Argyle Avenue. A curbside porte-cochere with valet access will be provided on Yucca Street. Vehicular access to Building 2 will be via one full access driveway on Vista Del Mar Avenue.

H. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment A** 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. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways.

† Development Review Fees

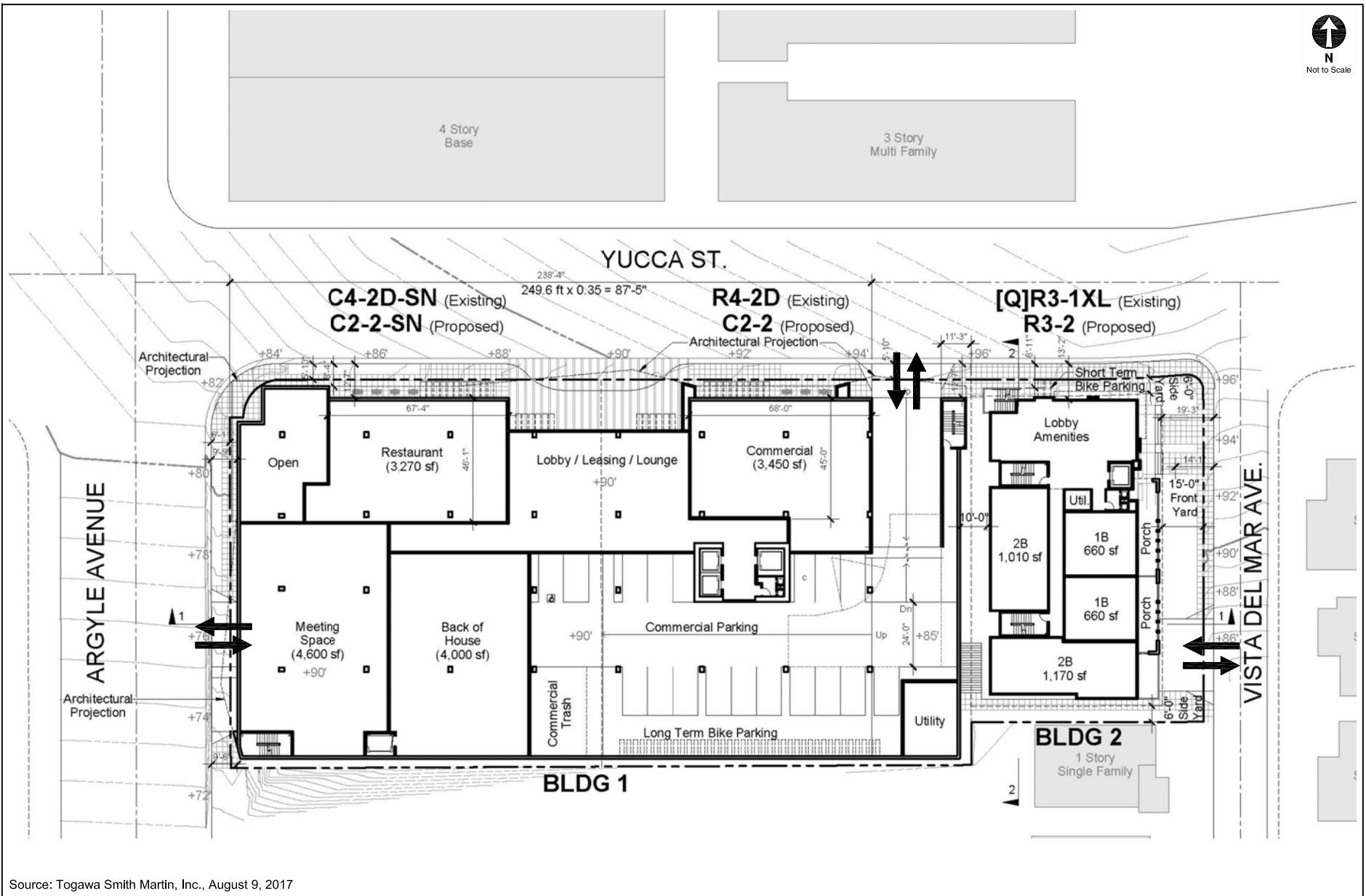
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Kevin Arucan of my staff at (213) 972-4970.

Attachments

*J:\Letters\2020\CEN18-46907\_6220 Yucca\_updated MU\_vmt\_ltr.docx*

c: Craig Bullock, Council District 13  
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT  
Taimour Tanavoli, Case Management Office, DOT  
Matthew Masuda, Central District, BOE  
Jonathan Chambers, Gibson Transportation Consulting, Inc.



Source: Togawa Smith Martin, Inc., August 9, 2017

PROJECT SITE PLAN

FIGURE  
1



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



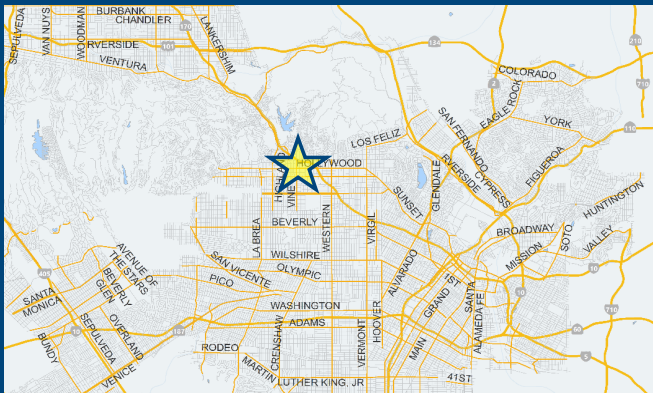
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

Project:

Scenario:  [WWW](#)

Address:



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes  No

## Existing Land Use

Land Use Type	Value	Unit	
Housing   Multi-Family		DU	+
Housing   Single Family	1	DU	
Housing   Multi-Family	42	DU	

Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

Land Use Type	Value	Unit	
Retail   High-Turnover Sit-Down Restaurant	9.12	ksf	+
Housing   Multi-Family	210	DU	
Housing   Hotel	136	Rooms	
Retail   General Retail	3.45	ksf	
Retail   High-Turnover Sit-Down Restaurant	9.12	ksf	

Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

Existing Land Use	Proposed Project
<b>150</b> Daily Vehicle Trips	<b>1,991</b> Daily Vehicle Trips
<b>927</b> Daily VMT	<b>12,686</b> Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	<b>1,841</b> Net Daily Trips
The net increase in daily VMT ≤ 0	<b>11,759</b> Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	<b>12.570</b> ksf
<b>The proposed project is required to perform VMT analysis.</b>	



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

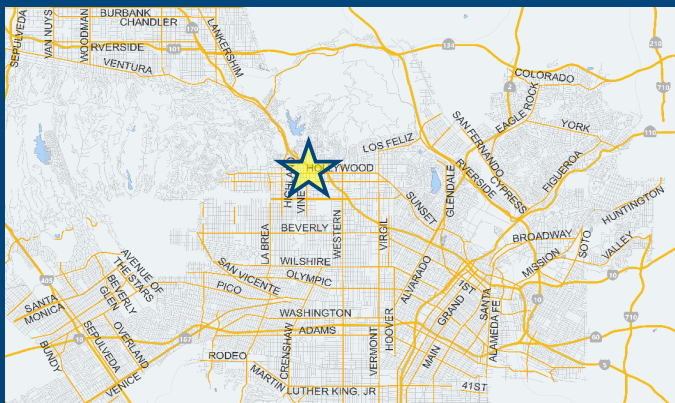


## Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	210	DU
Housing   Hotel	136	Rooms
Retail   General Retail	3.45	ksf
Retail   High-Turnover Sit-Down Restaurant	9.12	ksf

## TDM Strategies

Select each section to show individual strategies  
Use  to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No
<b>A</b> Parking		
<b>B</b> Transit		
<b>C</b> Education & Encouragement		
<b>D</b> Commute Trip Reductions		
<b>E</b> Shared Mobility		
<b>F</b> Bicycle Infrastructure		
Implement/Improve On-street Bicycle Facility	Select Proposed Prj or Mitigation to include this strategy	
	<input type="checkbox"/> Proposed Prj	<input type="checkbox"/> Mitigation
Include Bike Parking Per LAMC	Select Proposed Prj or Mitigation to include this strategy	
	<input checked="" type="checkbox"/> Proposed Prj	<input type="checkbox"/> Mitigation
Include Secure Bike Parking and Showers	Select Proposed Prj or Mitigation to include this strategy	
	<input type="checkbox"/> Proposed Prj	<input type="checkbox"/> Mitigation
<b>G</b> Neighborhood Enhancement		

## Analysis Results

Proposed Project	With Mitigation
<b>1,979</b> Daily Vehicle Trips	<b>1,869</b> Daily Vehicle Trips
<b>12,607</b> Daily VMT	<b>11,929</b> Daily VMT
<b>7.4</b> Household VMT per Capita	<b>6.0</b> Household VMT per Capita
<b>7.2</b> Work VMT per Employee	<b>7.1</b> Work VMT per Employee
<b>Significant VMT Impact?</b>	
<b>Household: Yes</b> Threshold = 6.0 15% Below APC	<b>Household: No</b> Threshold = 6.0 15% Below APC
<b>Work: No</b> Threshold = 7.6 15% Below APC	<b>Work: No</b> Threshold = 7.6 15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: February 24, 2020

Project Name: 6220 W. Yucca St

Project Scenario: Project

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

Project Information			
Land Use Type		Value	Units
<b>Housing</b>	<i>Single Family</i>	0	DU
	<b>Multi Family</b>	210	DU
	<i>Townhouse</i>	0	DU
	<b>Hotel</b>	136	Rooms
	<i>Motel</i>	0	Rooms
<i>Affordable Housing</i>	<i>Family</i>	0	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
<b>Retail</b>	<b>General Retail</b>	3.450	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<b>High-Turnover Sit-Down Restaurant</b>	9.120	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
<i>Office</i>	<i>General Office</i>	0.000	ksf
	<i>Medical Office</i>	0.000	ksf
<i>Industrial</i>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<i>School</i>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
<i>Other</i>		0	Trips

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: February 24, 2020

Project Name: 6220 W. Yucca St

Project Scenario: Project

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

<b>Analysis Results</b>			
Total Employees: 111			
Total Population: 473			
<b>Proposed Project</b>		<b>With Mitigation</b>	
1,979	Daily Vehicle Trips	1,869	Daily Vehicle Trips
12,607	Daily VMT	11,929	Daily VMT
7.4	Household VMT per Capita	6	Household VMT per Capita
7.2	Work VMT per Employee	7.1	Work VMT per Employee
<b>Significant VMT Impact?</b>			
<b>APC: Central</b>			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
<b>Proposed Project</b>		<b>With Mitigation</b>	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	Yes	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 6220 W. Yucca St

Project Scenario: Project

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	0	
		Actual parking provision (spaces)	0	
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$150
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 6220 W. Yucca St

Project Scenario: Project

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
<b>Transit</b>	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%	
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%	
		<i>Lines within project site improved (&lt;50%, &gt;=50%)</i>	0	
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees and residents eligible (%)</i>	0%	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%	0%
<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>		\$0.00	\$0.00	
<b>Education &amp; Encouragement</b>	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%	
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	10%	
(cont. on following page)				



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 6220 W. Yucca St

Project Scenario: Project

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
<b>Commute Trip Reductions</b>	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
		<i>Degree of implementation (low, medium, high)</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
	<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%
<b>Shared Mobility</b>	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
	<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0	0
(cont. on following page)				



TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
<b>Bicycle Infrastructure</b>	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	<b>Include Bike parking per LAMC</b>	<b>Meets City Bike Parking Code (Yes/No)</b>	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, &amp; repair station (Yes/No)</i>	0	0
<b>Neighborhood Enhancement</b>	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: February 24, 2020  
 Project Name: 6220 W. Yucca St  
 Project Scenario: Project  
 Project Address: 6220 W YUCCA ST, 90028



Version 1.2

### TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Parking</b>	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Unbundle parking	0%	18%	0%	0%	0%	18%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>Transit</b>	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Education &amp; Encouragement</b>	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Commute Trip Reductions</b>	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Shared Mobility</b>	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: February 24, 2020  
 Project Name: 6220 W. Yucca St  
 Project Scenario: Project  
 Project Address: 6220 W YUCCA ST, 90028



Version 1.2

### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	<b>COMBINED TOTAL</b>	1%	19%	1%	1%	1%	19%	1%	1%	1%	1%	1%
<b>MAX. TDM EFFECT</b>	1%	19%	1%	1%	1%	19%	1%	1%	1%	1%	1%	1%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

Note:  $(1 - [(1-A) * (1-B) \dots])$  reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: February 24, 2020

Project Name: 6220 W. Yucca St

Project Scenario: Project

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	284	-36.3%	181	8.0	2,272	1,448
Home Based Other Production	762	-48.6%	392	5.3	4,039	2,078
Non-Home Based Other Production	302	-13.9%	260	7.3	2,205	1,898
Home-Based Work Attraction	162	-39.5%	98	8.2	1,328	804
Home-Based Other Attraction	1,409	-48.0%	732	6.0	8,454	4,392
Non-Home Based Other Attraction	379	-13.5%	328	6.3	2,388	2,066

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	180	1,439	-18.8%	147	1,175
Home Based Other Production	-0.6%	390	2,065	-18.8%	318	1,687
Non-Home Based Other Production	-0.6%	258	1,886	-1.0%	257	1,879
Home-Based Work Attraction	-0.6%	97	799	-1.0%	97	796
Home-Based Other Attraction	-0.6%	728	4,365	-1.0%	725	4,347
Non-Home Based Other Attraction	-0.6%	326	2,053	-1.0%	325	2,045

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 473

Total Employees: 111

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>3,504</b>	<b>2,862</b>
<i>Total Home Based Work Attraction VMT</i>	<b>799</b>	<b>796</b>
<i>Total Home Based VMT Per Capita</i>	<b>7.4</b>	<b>6.0</b>
<i>Total Work Based VMT Per Employee</i>	<b>7.2</b>	<b>7.1</b>

**TABLE 10  
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)  
INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS**

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Δ V/C	Adverse Queuing Condition
1.	Cahuenga Blvd & Franklin Ave	A.M.	1.115	F	1.116	F	0.001	NO
		P.M.	1.033	F	1.034	F	0.001	NO
2.	Vine St & Franklin Ave / US 101 SB Off-ramp	A.M.	0.384	A	0.384	A	0.000	NO
		P.M.	0.468	A	0.468	A	0.000	NO
3.	Argyle Ave / US 101 NB On-ramp & Franklin Ave	A.M.	0.943	E	0.955	E	0.012	YES
		P.M.	0.995	E	1.005	F	0.010	YES
4.	Gower St & Franklin Ave	A.M.	0.684	B	0.688	B	0.004	NO
		P.M.	0.775	C	0.779	C	0.004	NO
5.	Beachwood Dr & Franklin Ave	A.M.	0.701	C	0.703	C	0.002	NO
		P.M.	0.685	B	0.687	B	0.002	NO
6.	Bronson Ave & Franklin Ave	A.M.	0.666	B	0.667	B	0.001	NO
		P.M.	0.791	C	0.795	C	0.004	NO
7.	Cahuenga Blvd & Yucca St	A.M.	0.625	B	0.628	B	0.003	NO
		P.M.	0.739	C	0.743	C	0.004	NO
8.	Ivar Ave & Yucca St	A.M.	0.259	A	0.265	A	0.006	NO
		P.M.	0.322	A	0.327	A	0.005	NO
9.	Vine St & Yucca St	A.M.	0.621	B	0.632	B	0.011	NO
		P.M.	0.620	B	0.631	B	0.011	NO
10.	Argyle Ave & Yucca St	A.M.	0.267	A	0.310	A	0.043	NO
		P.M.	0.441	A	0.481	A	0.040	NO
11.	Gower St & Carlos Ave	A.M.	0.379	A	0.391	A	0.012	NO
		P.M.	0.310	A	0.325	A	0.015	NO
12.	Cahuenga Blvd & Hollywood Blvd	A.M.	1.042	F	1.047	F	0.005	NO
		P.M.	0.744	C	0.747	C	0.003	NO
13.	Ivar Ave & Hollywood Blvd	A.M.	0.646	B	0.648	B	0.002	NO
		P.M.	0.618	B	0.621	B	0.003	NO
14.	Vine St & Hollywood Blvd	A.M.	0.939	E	0.943	E	0.004	NO
		P.M.	0.938	E	0.944	E	0.006	NO
15.	Argyle Ave & Hollywood Blvd	A.M.	0.632	B	0.641	B	0.009	NO
		P.M.	0.712	C	0.722	C	0.010	NO
16.	Gower St & Hollywood Blvd	A.M.	0.811	D	0.821	D	0.010	NO
		P.M.	0.847	D	0.851	D	0.004	NO
17.	Bronson Ave & Hollywood Blvd	A.M.	0.785	C	0.792	C	0.007	NO
		P.M.	0.942	E	0.947	E	0.005	NO
18.	US 101 SB Ramps & Hollywood Blvd	A.M.	0.774	C	0.780	C	0.006	NO
		P.M.	0.674	B	0.682	B	0.008	NO
19.	US 101 NB Ramps / Van Ness Ave & Hollywood Blvd	A.M.	0.986	E	0.989	E	0.003	NO
		P.M.	0.725	C	0.733	C	0.008	NO
20.	Vine St & Selma Ave	A.M.	0.499	A	0.502	A	0.003	NO
		P.M.	0.637	B	0.640	B	0.003	NO
21.	Argyle Ave & Selma Ave	A.M.	0.264	A	0.269	A	0.005	NO
		P.M.	0.295	A	0.300	A	0.005	NO
22.	Vine St & Sunset Blvd	A.M.	1.046	F	1.050	F	0.004	NO
		P.M.	1.156	F	1.159	F	0.003	NO
23.	Argyle Ave & Sunset Blvd	A.M.	0.519	A	0.523	A	0.004	NO
		P.M.	0.494	A	0.497	A	0.003	NO
24.	Gower St & Sunset Blvd	A.M.	0.932	E	0.935	E	0.003	NO
		P.M.	1.052	F	1.056	F	0.004	NO